

# A History of the Hayling Island Branch Line

Compiled by Ralph Cousins



Painting by Les Henson of William Stroudley 'Terrier' No. 32646 approaching the 20mph speed limit sign for the bridge. *From a photograph by Alan Bell*



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The London Brighton & South Coast Railway Crest



The Common Seal of the Hayling Railway Company. *Peter Drury*

## Havant Borough History Booklet No. 26

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# The Hayling Island Branch Line

## Ralph Cousins



Ralph Cousins watching the 'Terriers' from an early age.

I was born in Waterloo Road on 18 June 1937, the 122nd anniversary of the Battle of Waterloo, just a few metres from the Hayling 'Billy' line.

My first sights and smells must have been of the 'Terriers' going backwards and forwards at the end of my garden. As soon as I was able I was allowed to perch precariously at the top of a pair of rickety steps to watch for hours the whole panoply of railway activity at Havant.

In this booklet I have put together as many photographs as I have from my own collection together with those generously supplied by others.

I am most grateful to Richard Barton for his contribution of articles and technical advice and to Peter Drury for his help and permission to use material from his [www.haylingbillyheritage.org](http://www.haylingbillyheritage.org) website..

My thanks also go to Richard Brown for his editing skills.

Ralph Cousins

September 2017

# The Origins of the Hayling Island Branch Line

Peter Drury

## Introduction



The Manor House, Hayling Island

In 1825, William Padwick purchased the Manor House from the Duke of Norfolk and with it the title Lord of the Manor. This was to mark the changes that would soon take place and would change the character of the island.

Padwick had an ambition to enclose mud lands in Langstone Harbour with an embankment, from the north west of Hayling to the ferry at the south western tip of Hayling Island. The purpose was to convert the reclaimed mud lands into farmland. His agents purchased the mud lands in readiness to execute the plan.

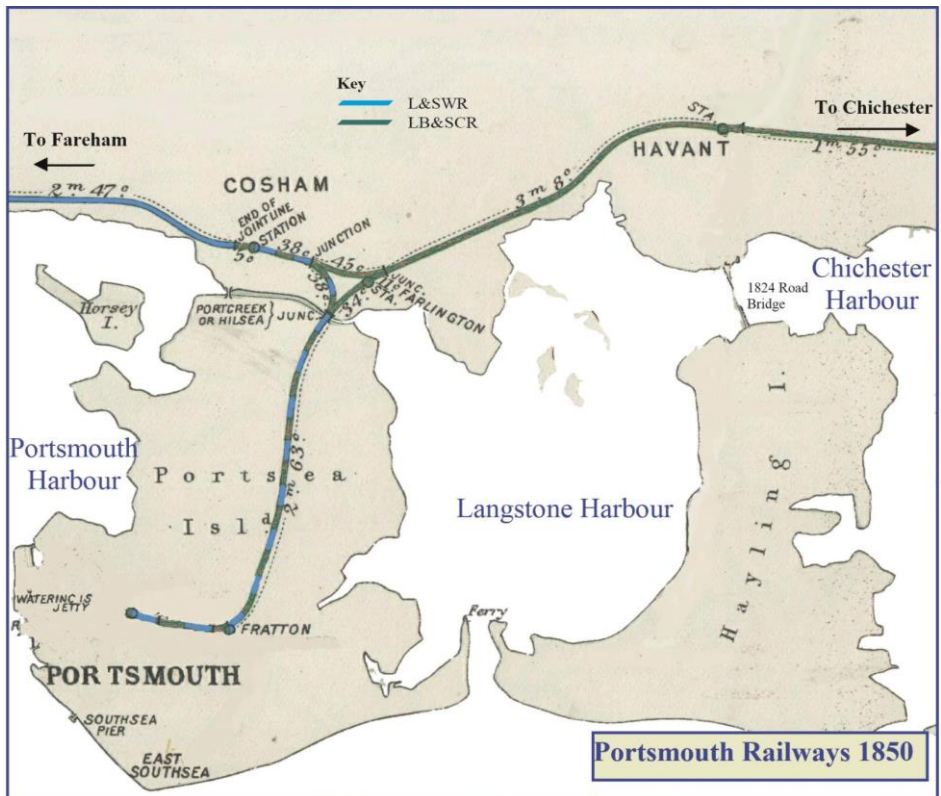
### Local railways in 1850

The introduction of the railway at Havant presented two routes to London; east via the London Brighton and South Coast Railway (LB&SCR) to London Bridge or west via the London & South Western Railway (L&SWR) to Waterloo.

Although the railway routes were longer they provided a quicker and more comfortable way to travel to the capital than the turnpike road system that existed at the time.



This advantage extended to the movement of freight where large volumes could be sent at reduced cost and transit time, as compared with the canal of the Portsmouth and Arundel Navigation Company which took 2 days to navigate between Portsmouth and London. .

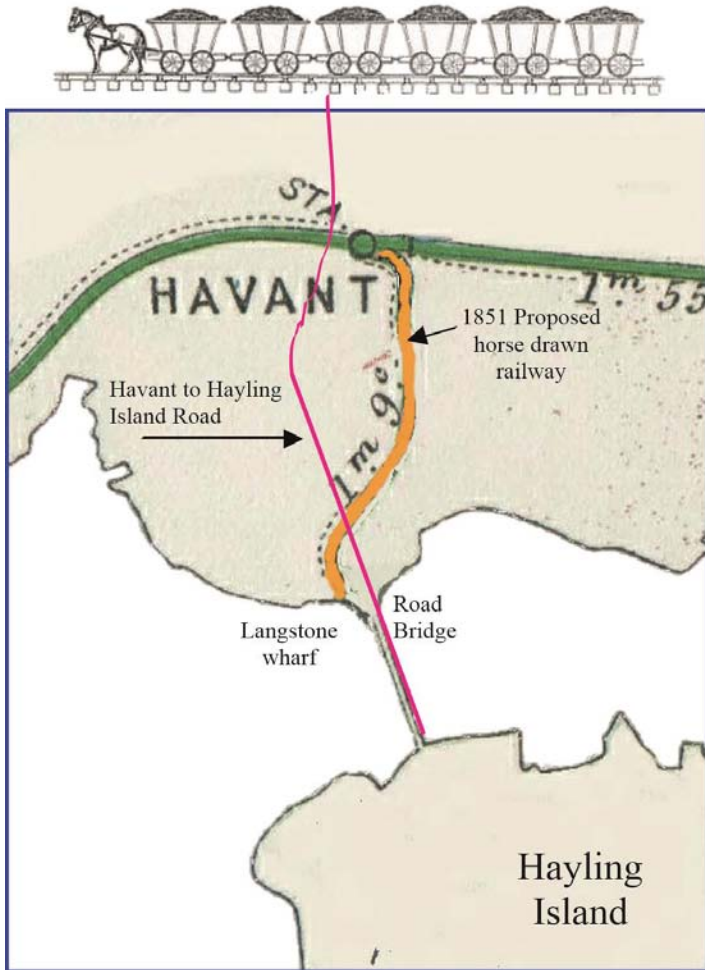


The railway in Portsmouth was prevented from breaching the defences surrounding the dockyard and hence the railway terminated at the present Portsmouth and Southsea station.

### 1851 Act of Parliament

Havant businessmen saw the opportunities arising from the railway connection and sought to build a short railway from the Havant to Langstone wharf which was to be developed to increase trade.

*The Hayling Bridge and Causeway Co.* was formed in 1851 and was authorised by Act of Parliament to create a short, horse drawn railway from the junction with the LB&SCR at Havant to Langstone Wharf.



Route of the horse-drawn railway.

Extract from *The Times* of May 1851:  
Hayling Bridge Railway.

*Mr Bernal reported from the committee on aspects of the funding of the branch line and stated that one shareholder "who may be considered as having a local interest in the line" had subscribed the sum of £3,187.*

*"The steepest gradient on the branch railway to connect the existing docks and wharfs with the LB&SCR is 1 in 110 and the smallest radius of a curve 5 chains, and as the proposed branch is not intended to be worked by locomotive steam engines such curve will not be unfavourable to the*

*working of the railway. The length of the branch is 1 mile and 26 chains and it is intended to cross a turnpike road and a highway on the level but a clause has been inserted preventing the use of the line with carriages propelled by steam. The estimate of the cost to be incurred up to the time of the completion of the railway is £4,350. The committee are satisfied in an engineering point of view, with the proposed branch railway."*

Construction of the horse-drawn railway did not proceed due to lack of funds and the 1851 Act was allowed to lapse.

### **1855 Langstone Harbour docks proposal**

Railways, powered by steam engines, provided great opportunities to improve connections throughout Britain. However steam-powered ships introduced a new and deadly threat to our commercial trade at time of war, especially to ships having to sail through the narrow seas of the English Channel.

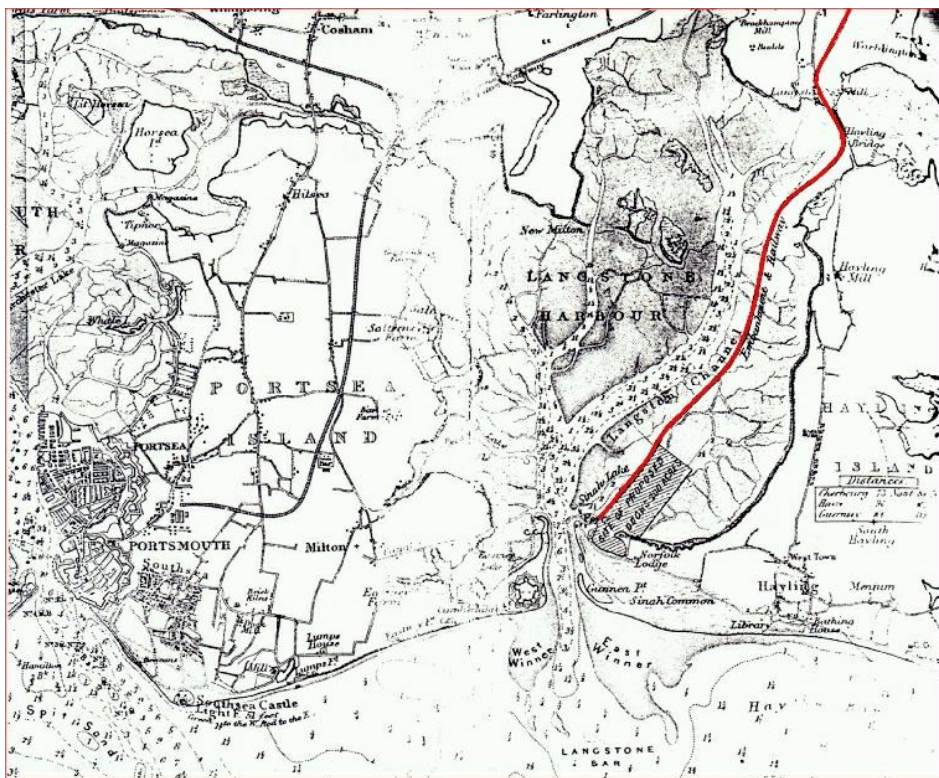
A paper was published in the 1855 *Naval Chronicle*, which made the case for developing a commercial port facility in Langstone Harbour, connected by a railway line from Havant to the proposed docks, near the Portsmouth to Hayling ferry. A following nautical map of the area was included in this paper.

At this time, the railway from Godalming to Havant was under construction by The Portsmouth Company which would provide a much shorter route to London.

The paper points out that the mud lands have been already been secured and would be available to any Company wishing to build the facilities.

The plan proposed that the new Langstone Docks was to be considered a satellite of the Port of London. It was claimed that this would:-

- Reduce shipping costs and losses arising from having to navigate to the Port of London.
- Protect merchant vessels and trade at time of war.
- Langstone Wharves would be developed to provide much needed facilities for bonding merchandise for re-export.
- Dry docks would be built to effect repairs to merchant vessels (the nearest facilities for this were at Southampton).
- Increase the prosperity of Portsmouth.



### **The Political scene, late 1850s to 1870**

In the late 1850s, following the 1815 British victory at Waterloo, confidence in our ability to trade freely around the world was badly shaken. France once more posed a threat under Napoleon III with her renewed territorial ambitions. Shipping through the English Channel, to reach the Port of London, was once more considered to be exposed to the threat of attack from the French Navy and fears of invasion were prevalent. A Royal Commission, in 1859, led to a major programme of strengthening defences at Britain's main dockyards, sea shores and landward approaches to the dockyards. The Portsmouth Hill forts are a lasting reminder of these times.





Fort Southwick, now owned by the Fort Southwick Company.



Fort Purbrook, now owned by Portsmouth City Council.



Fort Nelson, now one of the homes of the Royal Armouries.



Fort Widley, now owned by Portsmouth City Council.

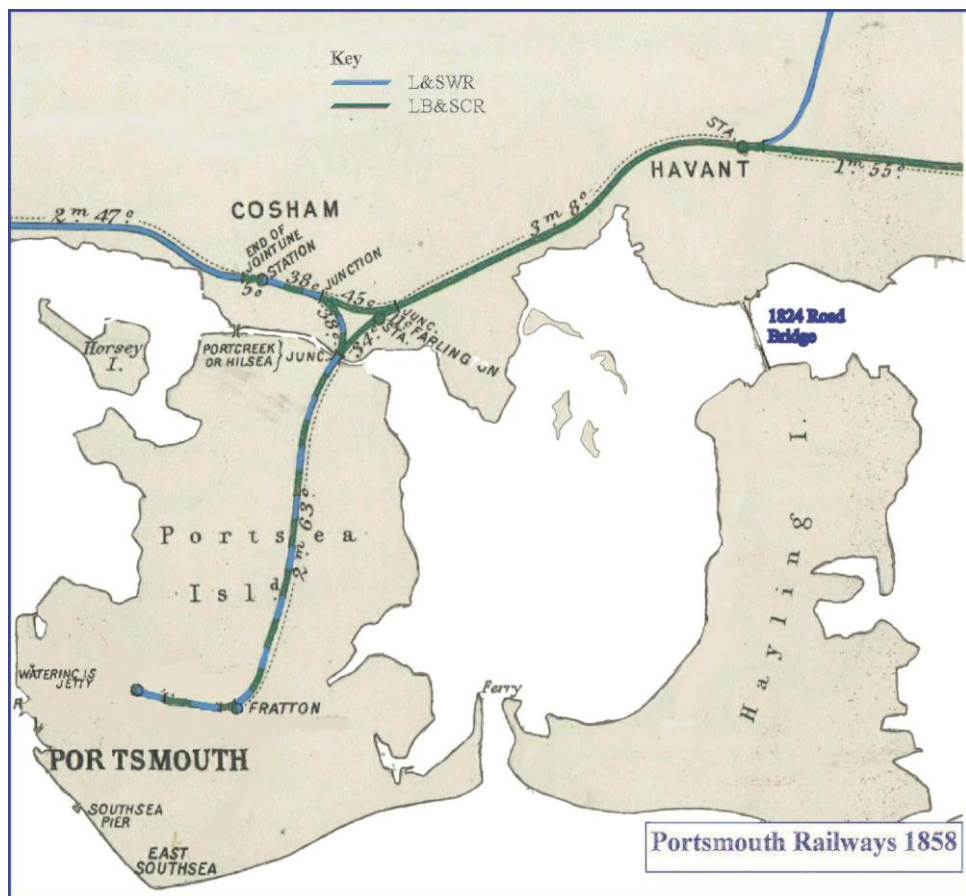
### **The Arrival of the Portsmouth Direct Railway**

In the winter of 1857/8, the Portsmouth Company's railway line between Godalming and Havant was connected to the LB&SCR at Havant. This then provided a much shorter route to London via Guildford. This route was taken over by the L&SWR in late 1858.

Incredibly, running rights over the LB&SCR to Portsmouth had not been agreed and led to the so-called 'Battle of Havant' which was not resolved until 1859. See Ralph Cousins' booklet *A Brief History of the Railway in Havant* for more details.

Apart from the railway lines in Portsmouth, this is the railway map that we recognise today.

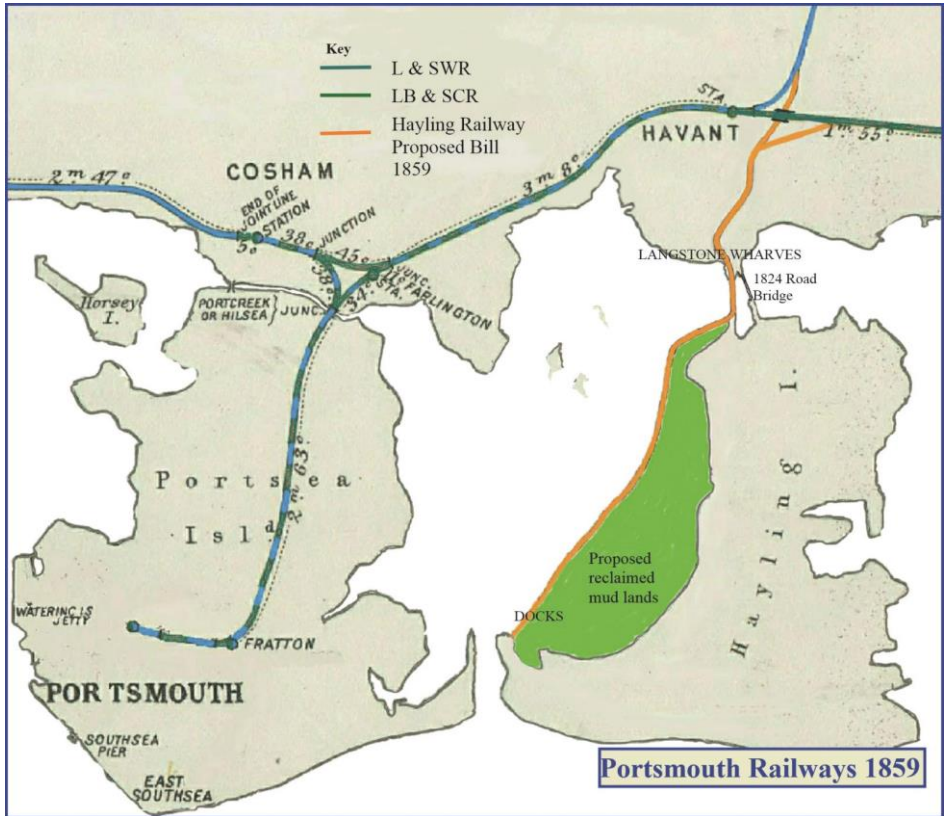




## 1859 notice of intended Bill to Parliament

A notice was published in the 25 November 1859 *London Gazette* advising of the intention to bring a Bill before parliament to create merchant docks, connected by railway, as described in the 1855 proposal in the *Nautical Magazine*.

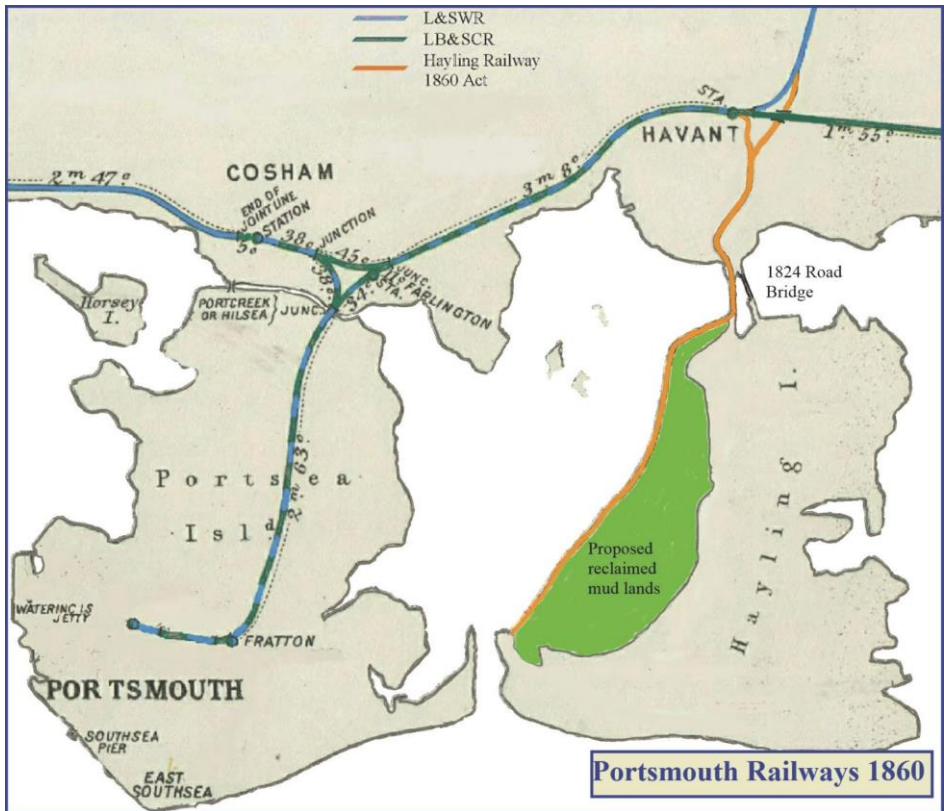
Direct connections with the L&SWR and LB&SCR were planned, north and east of Havant respectively, but not the link to Havant station.



This was to be a mainly goods railway.

*Note: Joint running rights between Havant and Hilsea Junction were agreed in 1859 which brought to an end the 'Battle of Havant'.*

## 1860 Act of Parliament

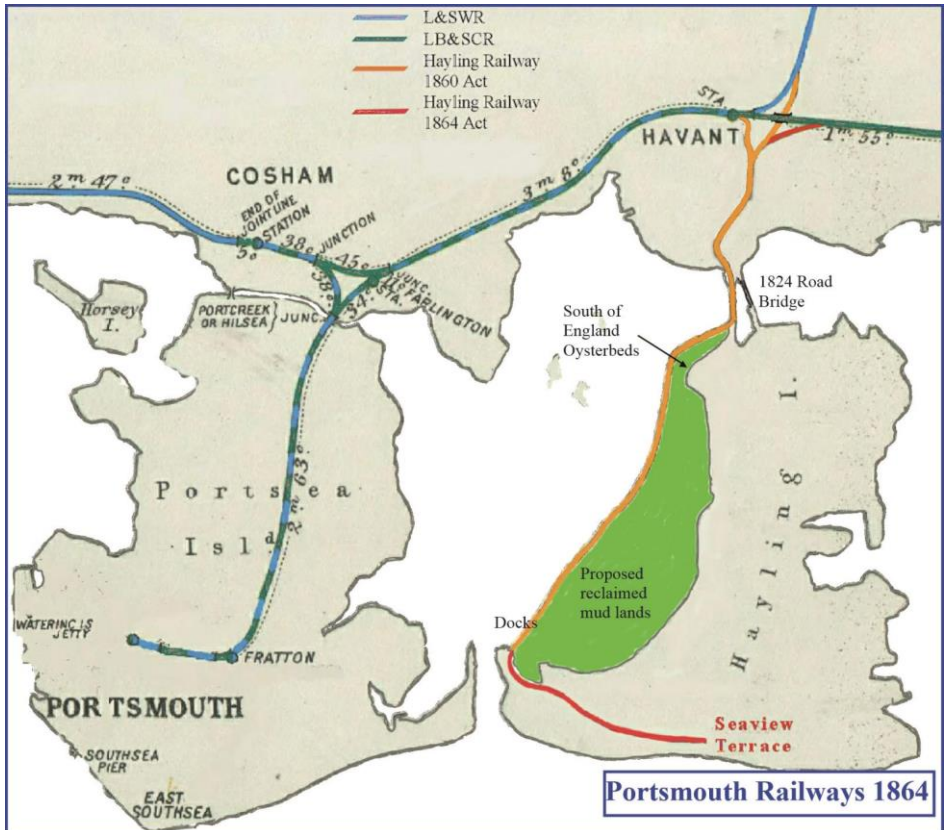


The Hayling Railway Company was formed and authorised by an 1860 Act of Parliament to build a railway connecting Havant with Hayling Island.

The plan which was authorised differed from the original Bill's submission in that the connection to the LB&SCR, east of Havant, was replaced by the 1851 proposal (but without the caveat that it would be horse drawn). In addition, the proposed docks near the ferry were not included. A prominent supporter of the Hayling Railway Company was Mr Robert Hume.

Construction of the railway, as defined in the 1860 Act, was slow and as it had not started by 1862 a notice was placed in the *London Gazette* of 26 November 1862 to abandon the railway and dissolve the Company. At last, work did commence in 1863 but recent experience that something more was needed to attract investors and the delays already incurred would need to be addressed.

## 1864 Act of Parliament

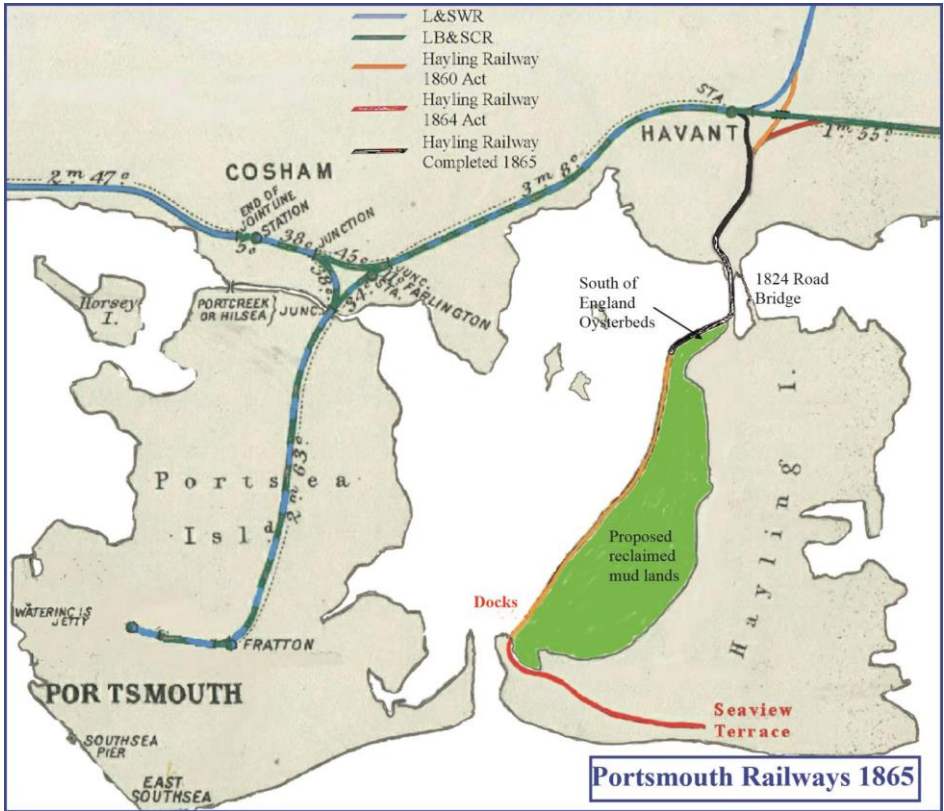


The main points of this new Bill were to add a junction with the LB&SCR to the east of Havant, extend the railway to South Hayling, create a small dock at the ferry and extend the powers of the 1860 Act by two years. This was passed into law by an Act of Parliament dated 14 July 1864. The company had also sought to change its name but this was not authorised.

*Note: Mr Robert Hume bought the mud lands in 1863 from the representatives of William Padwick and entered into an agreement to lease 300 acres to the South of England Oyster Company.*



## Construction Progress 1865



The railway was completed to Langstone wharf in 1864 and this section of the line was open to goods traffic in January 1865. Substantial imports of coal, building materials, timber, gravel and ballast were handled at the wharf.

The bridge was completed about 1865. There was great difficulty experienced in building the railway embankments off the west coast, unless properly consolidated they were washed away on the tides. Only 176 yards were satisfactorily completed by this time.

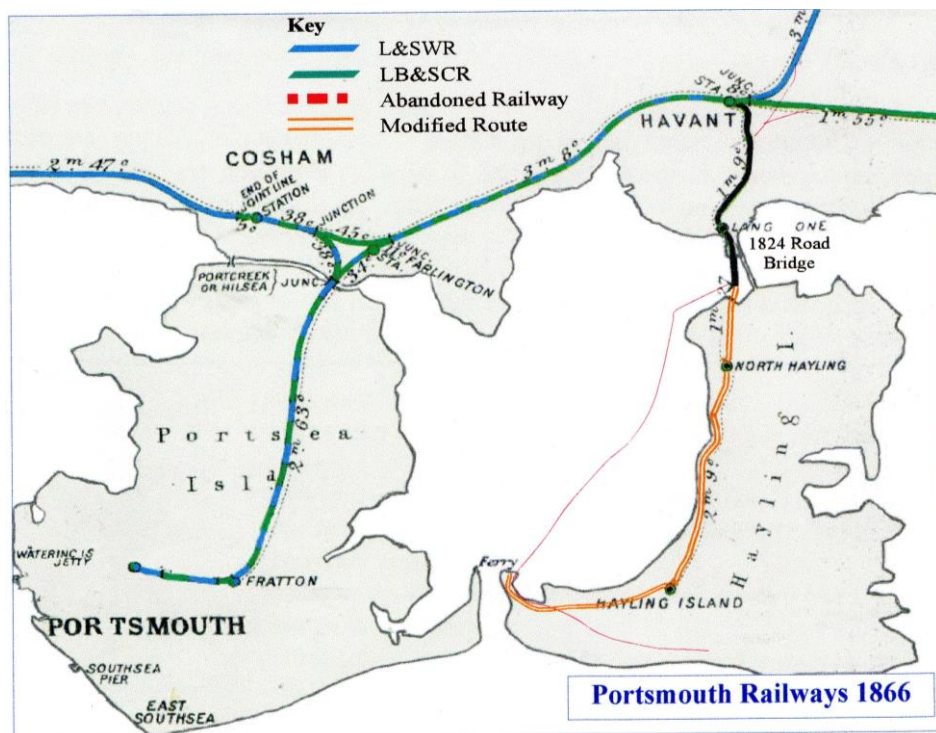
Work on the construction of the embankment ceased in 1865.

*Here the story might have ended; a branch to Langstone Wharf and a bridge to nowhere.*



Francis Fuller (1807 to 1887) was a Land Surveyor and estate agent by profession. He had much experience in railway projects and had a knack for identifying worthy schemes.

He was for 25 years Surveyor to the London Brighton & South Coast Railway and at times acted as Surveyor to the Metropolitan Railway. He was also a great enthusiast for horse racing and attended the Derby every year from 1821 to 1884 inclusive.



Francis Fuller visited Hayling Island on holiday and recognised its potential as a resort. He purchased building land and to add to the attractions on the island, had plans to construct a horse race track on South Hayling. Recognising that good transport links were required, he involved himself with the troubled railway. He had the potential routes surveyed and found that a route along the west coast of the island would be quicker to build than the current route on an embankment. He became a director of the Hayling Railway Company in 1866 and



purchased the land required in readiness to bring a Bill to Parliament to abandon the embankment route and replace it with the new route. A notice, advising the intention of placing an application before Parliament to implement the above was published on 27 November 1866, in the *London Gazette*.

This Bill was objected to by the South Of England Oyster Company. They had taken out a lease from Mr Hume with a promise that Mr Hume would use his best endeavours to ensure that the Hayling Railway Company would be maintaining the embankment and providing a sluice. The latter had not been provided and this Bill would totally abandon the embankment.

Much negotiating took place whilst the Bill passed through Parliament. See article *The Hayling Railway Company and The Oyster Company* by Ron Lamont on the Hayling Billy 50 website.

Rather than wait for the dispute to be fully resolved and without an authorised Act of Parliament, Frederick Furniss was tasked with completing the railway along the proposed route. The line was swiftly completed to South Hayling Station. The first train carrying passengers traversed the line on 28th June 1867. This was a private train, run to convey Frederick Furniss (the Contractor), Francis Fuller and friends. Public usage had to wait until authorised by the Railway Inspector from the Board of Trade.

The first Board of Trade inspection took place 4 July 1867. The inspector found it puzzling that the line was being offered for inspection when the first section was already authorised for operation and the southern section was still before Parliament as a bill seeking deviation from the original route.

The inspection revealed, amongst other things, the following problems:- Havant – Langstone section, signalling, track and track layout problems were identified. The level crossing at Langstone was also found to be unauthorised. Alterations had been made to the bridge without submitting these changes to the Board of Trade. Incomplete fencing, damaged rails and some rotten sleepers were found on the southern section. Needless to say the line failed the Inspection.

The outstanding Act of Parliament was approved on 12 August 1867.

The inspector returned on 15 August and found that considerable work had been done to correct some of the issues raised. This was sufficient for him to allow the line to open although he recommended a speed limit of 20 mph. The level crossing was never authorised and this remained the case until the line closed in 1963.

The Hayling Railway Company remained independent until 1923 when it was absorbed into the Southern Railway.

# The Hayling Island Branch Line from 1867 to 1963

## Introduction

Richard Barton

The Hayling branch opened for goods traffic as far as Langstone quay on 19 January 1865. Beyond Langstone Bridge it had been decided to build the line on an embankment across the mudflats to the west of the Island, to avoid the expense of land purchase. Work was halted when tides washed away parts of the embankment but Frances Fuller came to the rescue. He saw the potential of Hayling Island as a holiday resort, purchased the necessary land close to the western shore and the first train conveying VIPs reached South Hayling station on 28 June 1867. After the branch was officially opened the following month, the branch was operated by the contractor, Frederick Furniss, until the end of 1871.

The train service was run on a 'shoe string', with a contractor's locomotive, hired carriages and a staff of only two. It was reported that Furniss was losing money on the service and it was no surprise when the London Brighton & South Coast Railway took over the running of services from 1 January 1872, though the Hayling Railway Company remained nominally independent until November 1922 when it was taken over by the LB&SCR, which became part of the Southern Railway in 1923.

Hayling Island in 1867 was a very different place from the bustling communities of today. The first bridge giving access to the Island had only opened some 40 years previously and the small population consisted of scattered hamlets, the main occupations being farming and fishing. In addition the terminus was situated away from the main villages and some 800 yards (732 metres) short of the sea shore and two miles from the ferry to Southsea. Extensions to the branch, which might have brought greater prosperity, never materialised. The Steam Ship *Carrier* goods service to the Isle of Wight was short lived and by 1890 the wharves at Langston had silted up and commercial traffic all but ceased.

Until 1890 facilities at the terminus were rudimentary and consisted of one platform, a run round loop, one goods siding and an engine shed. Under the LB&SCR train services increased in frequency and by the end of the century there were 10 trains each way on a weekday and seven on Sundays. Goods wagons for the Island were attached to the rear of passenger trains, termed 'mixed trains' in the timetable. The stations at Langston (the railway omitted the 'e' from May 1873) and North Hayling remained largely unaltered until closure

but the terminus was extended in stages in the 1890s and by the end of 1900 boasted two platforms, with a generous canopy, a very large goods shed and three goods sidings. Hayling Island Station also remained largely unchanged in the 20th century, though that part of the canopy in front of the station building had to be demolished due to bomb damage.

The lack of direct access to the main line at Havant always restricted operations until Havant station was remodelled in the late 1930s but it was the severe weight restriction on Langston Bridge which was the most important factor. Initially the LB&SCR used three small tank engines *Hayling Island* and *Fratton* and briefly *Bognor*. Once these were withdrawn four 'Terriers', designed by William Stroudley were sent to Fratton for the East Southsea and Hayling branches. They carried the names *Leadenhall*, *Wapping*, *Gipsyhill* and *Knowle*. The 'Terriers' were small tank engines, very powerful for their size and of very smart appearance. As some of the names suggested, they were designed for the lightly laid suburban lines of south London but many soon found their way on to rural branch lines. With one brief exception the 'Terriers' ran the service until closure. In the early 20th century they lost their names and the ornate Stroudley 'gamboge' livery, which gave way first to umber and later to Southern Railway green and finally British Railways lined black. Hayling Island was the last stronghold of the 'Terriers', which were some of the oldest locomotives still in service and they helped to give the branch its very special character and popularity.

Passenger trains in the Victorian and Edwardian periods were made up of four or five 4-wheeled coaches, the accommodation being Brake Third, 1st and 2nd Class Composite, Third and Passenger Brake Van, with an additional Third Class coach, as required. Push-pull motor trains were used in the winter months from 1907 to about 1912 but were not popular and it wasn't until the 1920s that bogie coaches appeared. Two bogie coaches were the norm but the terminus could handle five coaches at the busiest times.

Passenger traffic was always the mainstay of the branch and grew steadily during the 20th century, with one train running to and fro. The development of Hayling Island as a holiday resort and increased housing on the Island gathered pace in the 1920s and after the war it was not unusual for the branch to handle 7,000 passengers in one day. This required the use of two trains but, as there was no facility for trains to pass each other between Havant and the terminus, it required very sharp work by the engine crew and all the staff, in order to avoid delays. After the first train had arrived at the terminus, the 'Terrier' ran round its train and moved the coaches to the bay platform. On the arrival of the second

train, the first one departed and this was repeated throughout the day, giving a train every 30 minutes. The crossing keeper at Langston had the worst job: long traffic queues built up every time the gates were closed – closed with some difficulty.

The branch lost some of its importance with the growth of road traffic, particularly after a new road bridge was opened in 1956. The Hayling branch was still making an operating profit in the early 1960s but the rolling stock was ageing and it was estimated that £400,000 was required to rebuild Langston Bridge. A more important factor in retrospect may have been the major traffic disruption caused by the Langston level crossing. The original Act of Parliament had authorised a road bridge: the contractor economised by providing only a level crossing and oddly the Board of Trade inspector, prior to the line opening, noted the omission but did not insist on a bridge. Had he done so the Hayling Billy might still be operating, with a consequent reduction in the number of cars streaming on and off the island.

The last public train ran on 2 November 1963 after the railway had given a largely uneventful but very effective service to the local communities for four years short of a century, which is why the Hayling Billy is so fondly remembered today.



‘Terrier’ No. 32670 heads the very last train from Hayling Island; a Locomotive Club of Great Britain ‘The Hayling Farewell Rail Tour’, on 3 November 1963.

# Operation of the Havant to Hayling Island Line by the Staff or Staff and Ticket System

Alan Bell

Because the line between Havant and Hayling Island was a single track it was necessary to have a system in operation to ensure that two trains could not be on the line together. This was achieved by the either the staff or staff and ticket arrangement.

The following is an extract from Regulations for Train Signalling:

## *Object of the system:*

*A train staff, or train staff ticket indicating that the train staff will follow, must be carried with each train, and no train must be permitted to leave any staff station with a train staff ticket, unless the train staff is then at the station.*

*When a train has more than one engine in front, or is assisted by an engine at the rear, or when two engines are coupled together and such train or engines have to carry the train staff, each engine except the rearmost, must carry a ticket and the rearmost engine the train staff. In cases where the train is to be followed by another train the rearmost of the first train, as well as the leading engine or engines of the first train must carry a ticket. In such cases where the driver or fireman is handed a ticket, the driver must be shown the train staff.*

*On arriving at the station [Havant or Hayling] to which the staff or ticket refers, such train staff or ticket must immediately be given up to the person in charge of the train staff working.*

*The driver must not take the train staff or ticket beyond the train staff station.*

## *Custody of Train Staff or Ticket.*

*The train staff when at the station must be kept in the place provided for it.*

*The tickets must be kept in the proper ticket box. Only one ticket must be taken from the ticket box at a time except when a train is worked by more than one engine or two or more engines are coupled together. The box must be locked after ticket(s) taken out and not again opened until it is necessary to obtain another ticket for a following train. The boxes cannot be opened without the staff or the staff removed without closing the box.*

Procedure on the Havant to Hayling branch line.

In practice with one engine working the driver or fireman would collect the staff from the signal box at Havant or from a porter or inspector and it would remain on the engine until the duty finished at Havant when it would be returned directly to the signal box or passed directly or indirectly to the next duty engine.

When a half hour service ran, say on a Sunday, the driver of the first train would have a ticket and would see the staff. When the train reached Hayling the ticket would be taken by the signalman and cancelled. The train would be shunted in to the bay platform. The driver of the second train would have the staff and when the train reached Hayling the signalman would endeavour to catch it and pass it to the driver of the first train for return to Havant, The second train then shunted in to the bay road.

From then on no tickets would be needed until the evening when two trains would leave Hayling, and a ticket would be required to Havant, leaving one engine and set of coaches for the evening train service. As no driver could leave (unless with a death wish) without a ticket or staff the system worked perfectly.



A book of train staff tickets and the 'proper ticket box' with the train staff inserted so that it can be opened. *The Spring Arts and Heritage Centre, Havant*

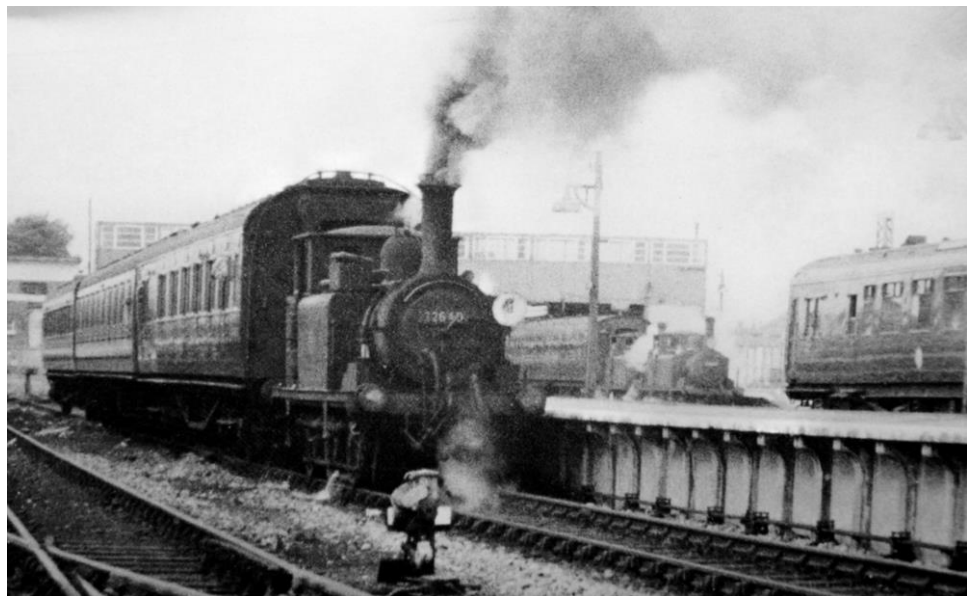


<p>N<sup>o</sup> 2251</p> <p><b>COUNTERFOIL</b></p> <p><b>HAVANT</b></p> <p><b>DOWN</b></p> <p>..... M. TRAIN</p> <p>Engine No.....)</p> <p>From <b>HAVANT</b></p> <p>To <b>HAYLING ISLAND</b></p> <p>Signature of Person in charge .....</p> <p>Date ..... 19.....</p>	<p style="text-align: right;">BRITISH RAILWAYS <span style="float: right;">BR 29628/18</span></p> <p>N<sup>o</sup> 2251</p> <p style="text-align: right;"><b>HAVANT</b></p> <p><b>TRAIN STAFF TICKET — DOWN</b></p> <p>(Engine No .....)</p> <p>To the Driver of ..... M Train</p> <p>You are authorised, after seeing the Train Staff for the Section, to proceed</p> <p style="text-align: center;"><b>FROM HAVANT TO HAYLING ISLAND</b></p> <p>and the Train Staff will follow.</p> <p>Signature of Person in charge .....</p> <p>Date.....19.....</p> <p>N.B. This ticket must be given up by the Driver, immediately on arrival, to the Person in charge of the Staff Working at the place to which he is authorised to proceed, and the Ticket must be at once cancelled in accordance with Rule 9 of the Rules for working Single Lines of Railway by Train Staff and Ticket</p>
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Train Staff Ticket – Down



A superb view of the track layout in the bay on 25 August 1962. Also in the picture is a truck in Leggett's siding at Reeves' builders' merchants warehouse, a 'Terrier' waiting for an incoming train, a 4-COR unit in the station and the old goods shed. Just behind the signal is the enamel 'Havant for Hayling Island' sign.  
*XH16. XH17, John Scrace*



Sunday rush hour at Havant. No. 32640 prepares to depart with the 10.05 a.m. to Hayling while Nos 32646 and 32650, wait for the 4-COR 'Nelson' sets to clear the main line on 22 July 1962. *David Fereday-Glenn*



On 23 June 1963, the 10.05 train has been hauled to Hayling by No. 70. After its departure Nos 62 and 50 arrive with empty stock from Fratton to form the 10.35. This will be pulled by No. 50 with No. 62 taking out the next train which will be brought back by No. 70. *Alan Bell*



No. 32650 takes on water at the end of the line. This was the only water supply on the branch. The box on the right, bearing a cross, contained a telephone from which the signalman was requested to set the loop points so that the engine could run round its train. *RC Riley/The Transport Treasury*



No. 32650 prepares to depart on what looks like a journey on the last day. Note the spare carriage in the siding.



A 'Terrier' moves over the points going towards the water tank. The author's mother's clean white sheets are about to be speckled with smuts. *Alan Bell*



No. 32646 passes over the same set of points. This time the long johns of railway guard Ted Maton get the smut treatment. *Roger Nash*



Having just been watered No. 32678 runs round its train and holds up the New Lane traffic. It obviously has a good head of steam, at 150psi, as it is blowing off its safety valves. *Alan Bell*



Replica gates now stand in place of the originals. The now redundant Grade II Listed signal box has been replaced by the characterless 'blue box' Area Signalling Centre which can just been in the background. This itself will one day be replaced by a control centre at Basingstoke. *Author*



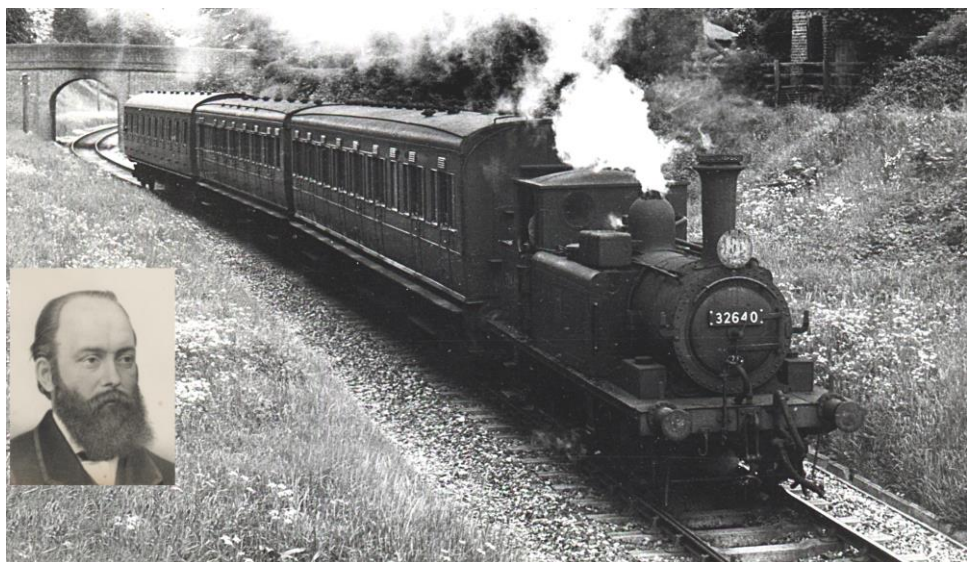


No. 32670 approaches the level crossing and is passed by electric stock from Brighton or Waterloo. Note the connections to the up and down main lines.



The driver of No. 32650 leans well out to collect the staff for single line working held up by the signalman on 15 August 1954. Normally the staff was retained on the engine when only one train was running but after the rules were tightened up had to be handed in and collected on each trip. *Alan Bell*





William Stroudley looks on as his 'Terrier' No. 32640 passes through what is now a car park. *Michael Edwards*



Children watch a LB&SCR inspection car as it passes under the Grove Road to Lymbourn Road lattice footbridge. *Alf Harris*



No. 32650 passes some traditional line side allotments at Lower Grove Road. Booking clerk Fred Crassweller lived opposite this spot. At lunch time, when on duty at Hayling, he would have a cab ride on the engine which would stop to let him off so he could hop over the fence, have his lunch, and then get picked on the way back. *Roger Gallienne*



No. 32640 proceeds at a leisurely pace past Wade Court towards Langston. *Roger Gallienne*



An early 1900s view of Langstone station. The sag in the platform must have made alighting hazardous. *Roger Nash*



This is even an earlier view before gas lighting was installed and the 'level' platform extended. *William Scorer*





No. 32646, takes the Hayling 'Billy' over the Langston crossing. Albert Grout is in control of the ground frame levers while Jack Dalton waits to open the gates to let the waiting traffic on its way. This occurred at least twice an hour and more often when a summer Sunday service was running. This, with having to stop to pay the toll at the bridge, often caused tail backs as far as Rowlands Castle. *Alan Bell*



No. 643 *Gipsyhill* leaving Langston with a Hayling Island train in the early 1900s. Note the replacement wooden number plate and the bunker filled with coal. This typical branch line composition of carriages shows, from the engine, a passenger brake van, a five compartment 3rd class, a four compartment 1st/2nd class composite and a brake van with three 3rd class compartments; the guard was supposed to ride in the rear brake van according to the direction of travel. Apart from the leading vehicle, which is still oil lit, all other carriages have gas lighting. *Richard Barton*



On 29 July 1931 No. 655 *Stepney* approaches Langston wharf with a mixed train. The coaches are an ex-LSWR two car set; a 42ft brake third and a 45ft brake composite. The 376 code is a duty number from Fratton Shed. *Alf Harris*



Langston Bridge signal box. *XL3. John Scrace*

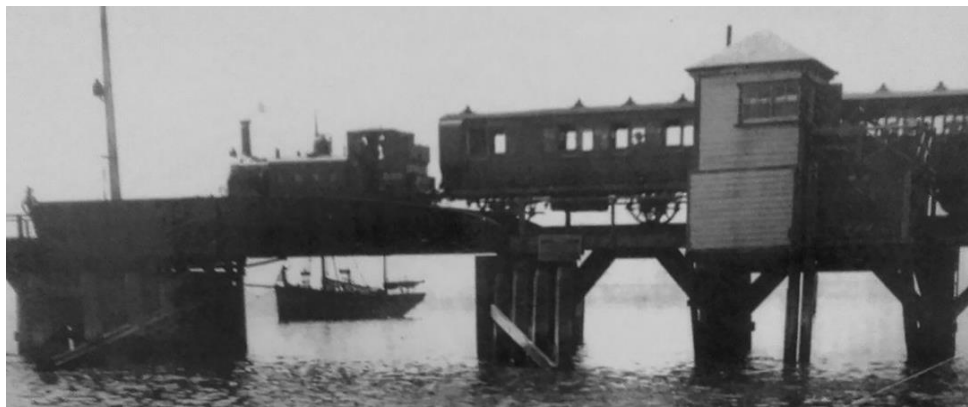


The bridge is opened to let a sailing barge through. Early 1900s

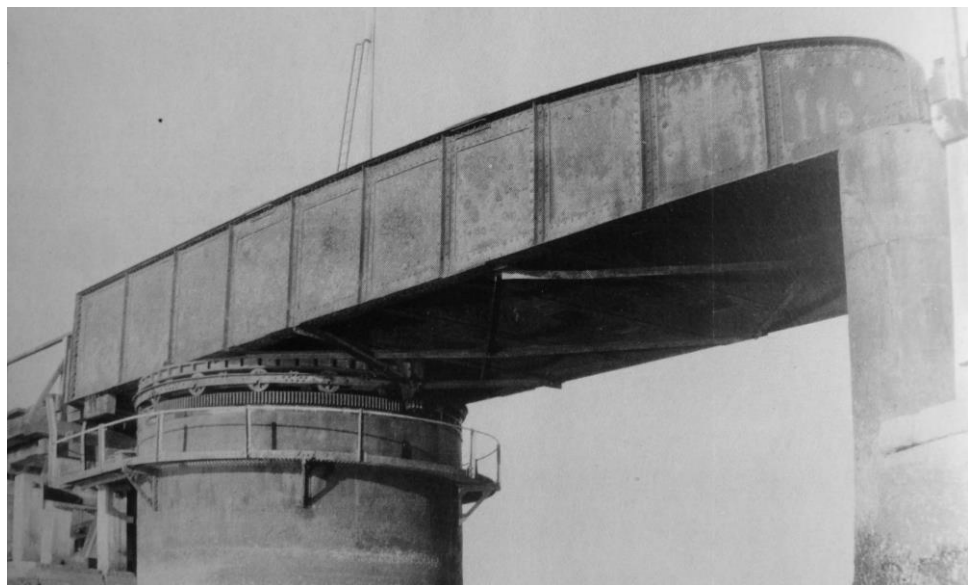


The Hayling 'Billy' heads for Hayling over the bridge. *Alan Bell*





The Terrier locomotive heading towards Hayling is No.635 (formerly No. 35 Morden; later No. 77S Brighton Works shunter). It was put on the duplicate list in November 1908;- evidenced by the painted number 635 instead of 35. It was converted to an A1X in 1922. It is believed that the photograph was taken in 1908 when the sailing barge *Langstone*, seen waiting to pass through the bridge, was used to transport bricks from the Bursledon Brick Works, for its owners house, Langstone Wharf, which still stands in Langstone Road. *Richard Barton/Ann Griffiths*



The hand operated small pinion gear can be seen under the centre of the swing bridge. The circular balcony was for the maintenance engineers. *Alan Bell*



The Hayling 'Billy' passes unhindered over the frozen sea during the winter of 1962/63. *Roger Gallienne*



A good view of the wooden trestles. *Roger Gallienne*



An early 1900s view of a deserted North Hayling halt awaiting its next train. My uncle, Jack Outen, delivered newspapers from the Havant bookstall around North Hayling. He would put his bicycle and newspapers on the train to the halt and then cycle back to Havant. *Roger Nash*



North Hayling halt in BR days with a train arriving from Havant. For a short time there was a siding here in which trucks were shunted to pick up oysters, also a separate narrow gauge railway operated on the oyster beds. Note the 'new' platform lamp. *Roger Gallienne*

## Incident at North Hayling – Ann Griffiths

*On Wednesday afternoon a serious accident occurred on the Havant to Hayling railway. A train that starts from Havant at 2.05 left the rails shortly after leaving North Hayling station. Only the engine and part of the first carriage went off the line, the remainder of the train being saved by the use of the steam brake.*

*The train was brought to a standstill within about half its length and the passengers afterwards proceeded to South Hayling none the worse for their shaking. The cause of the accident is attributed to the heavy rains and to the fact that part of the railway is generally under the water at high tide, thereby causing the ground and the sleepers to become so soft as not to be able to hold the rails in place.*

*Under the direction of Mr Mitchell, the stationmaster of South Hayling, traffic was reopened in two hours. While the line was closed passengers were conveyed to and from the island by road.*

*Portsmouth News December 1891*

**London Brighton & South Coast Railway.**

**TELEGRAM.** (250)

Prefix Sp Code Time DL No. of Words 34 Date 16/12 1891

Received \_\_\_\_\_ M. by \_\_\_\_\_ Sent 2 56 M. by JS

Watsons and Sons Limited, Printers, London Wall, London.

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**TO** Havant

Engine	and	<del>two</del>	Carriages	off
the	road	just	this	side
of	North	Hayling	Send	trolly
with	jacks	& packing	at	once

**FROM** South Hayling

Telegram dated 16 December 1891 from South Hayling to Havant in connection with the above incident. It reads: *Engine and two carriages off the road just this side of North Hayling. Send trolley with jacks & packing at once. Richard Barton*





With safety valves blowing off No. 32640 sits on a snowy North Hayling halt level crossing waiting to depart. *Roger Gallienne*



No. 32646 enters the terminus at Hayling in June 1961. Behind the engine is an ex-G.W.R. fruit D van which was used for luggage and prams; hence its name 'Pram Van'. The mess room on the left may have been the original signal box as it is of the same design as that at Langston. The Bay Starter Signal is a lower quadrant type of the LBSCR mounted on a wooden post. The SR-style Up Main Starter Signal is mounted on a post made of old rails. On the right is the 1900 signal box. *Photo courtesy of Peter Barnfield. [www.peterbarnfield.co.uk](http://www.peterbarnfield.co.uk)*





No. 32646, arriving at Hayling. Note the spark arrester – very few BR locomotives were so fitted. *Roger Gallienne*



Doug Todd at Hayling adopts a 'special stance' ready to receive the single line staff. *Alan Bell*



No. 32650 has just arrived at Hayling. Note the rear tail lamp at the ready. The original section of awning in front of the station building was removed after bomb damage in World War Two. *Roger Gallienne*



Clerk/porter Ray Woolgar collects the tickets. *Alan Bell*



Passengers set off on the long walk down Staunton Avenue to the beach. A passenger reads the closure notice. On the front right is Ed Morgan, the last booking clerk to be on duty at Hayling. *Alan Bell*



A 'Terrier' runs round its train. The rear tail lamp has been fitted to the coach ready for the train's return to Havant. *Roger Gallienne*





Driver Herbert Outen and fireman on No. 32640 pause to have their photograph taken. The children with bucket and spade are going to or from the beach. *Alan Bell*



No. 32640, originally No. 40, won William Stroudley a gold medal at the Paris Exhibition of 1878



If this photograph is close in date to the 1881 census then the station master in top hat could be Harry Mitchell and the guard, standing next to the boy by the locomotive, Robert Outen. The engine driver on the footplate would be Edward Reay and the fireman either Henry Downton or John Tilley. The man on the extreme left is reputed to be the coachman of the Royal Hotel, Frederic Court. The locomotive in the photograph is the Sharp Stewart 2-4-0 *Hayling Island*. *National Railway Museum*

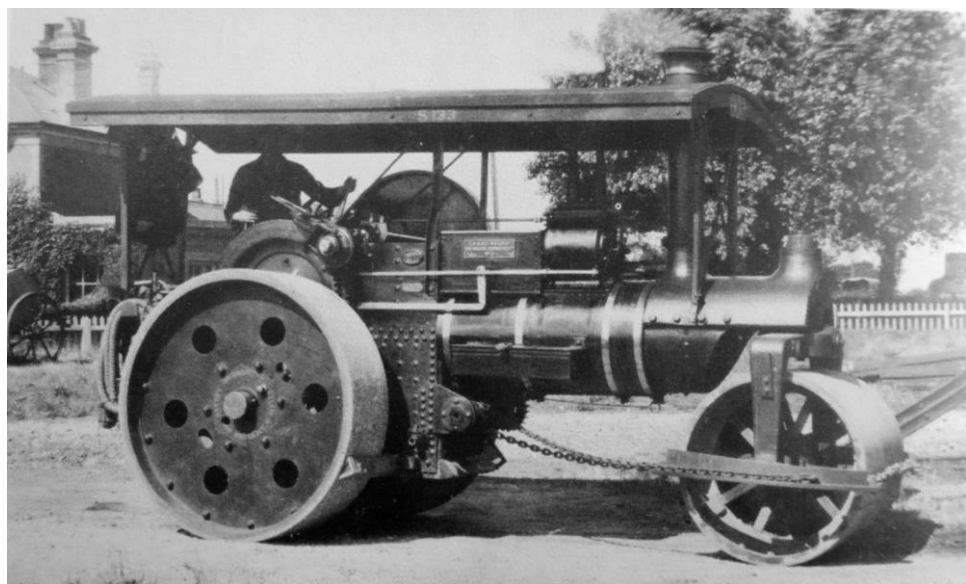


Doug Todd hitches a ride probably to go up to change the hand operated points for No. 32646 to be able to access the goods yard. *Roger Gallienne*

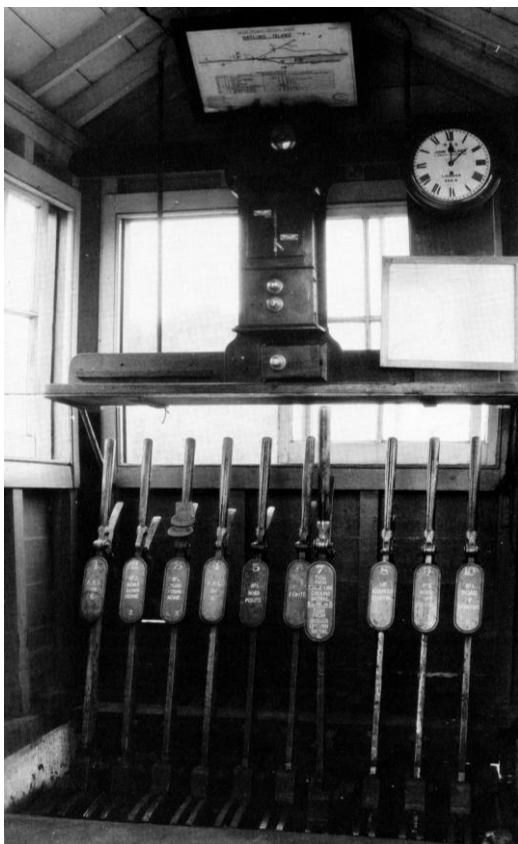
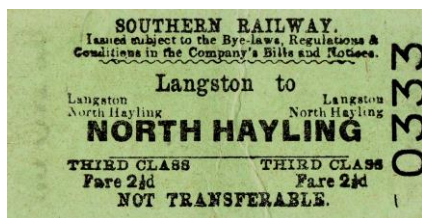




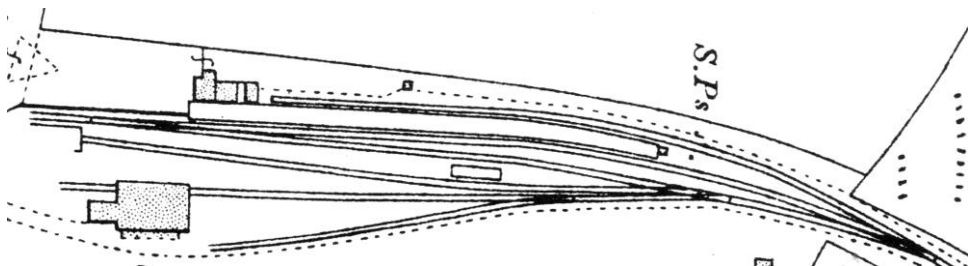
No. 32661 at the coal stage, 1962. *Ben Brooksbank*



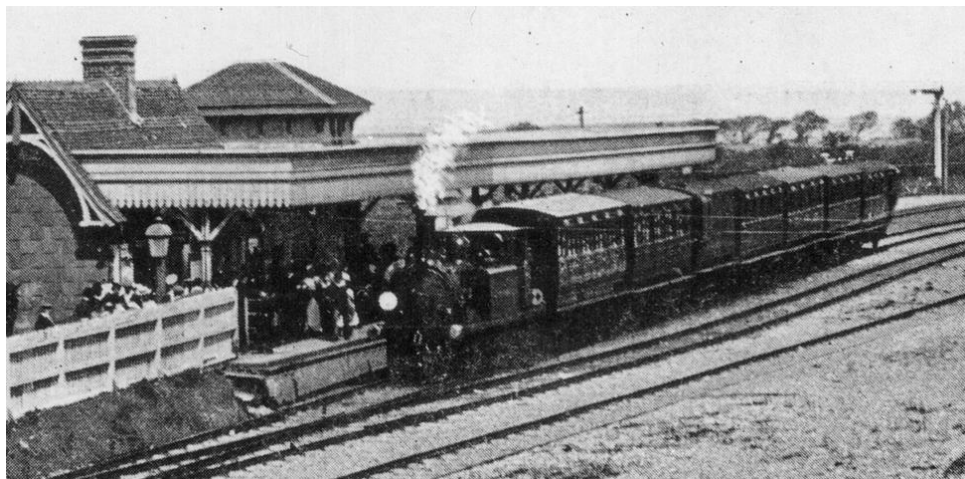
Wallis and Stevens steam roller purchased by the LB&SCR in 1901 in Hayling goods yard in 1933. It was painted umber with a copper chimney cap. *Alf Harris*



Between the arrival of a train and its departure and the setting of the road for the next arrival, nine levers and a catch point lever at the end of the platform had to be pulled 35 times.



Track layout at Hayling. Bay platform, main platform, run-round loop, end loading dock, goods shed and siding. 1910 25 inch Ordnance Survey Map.



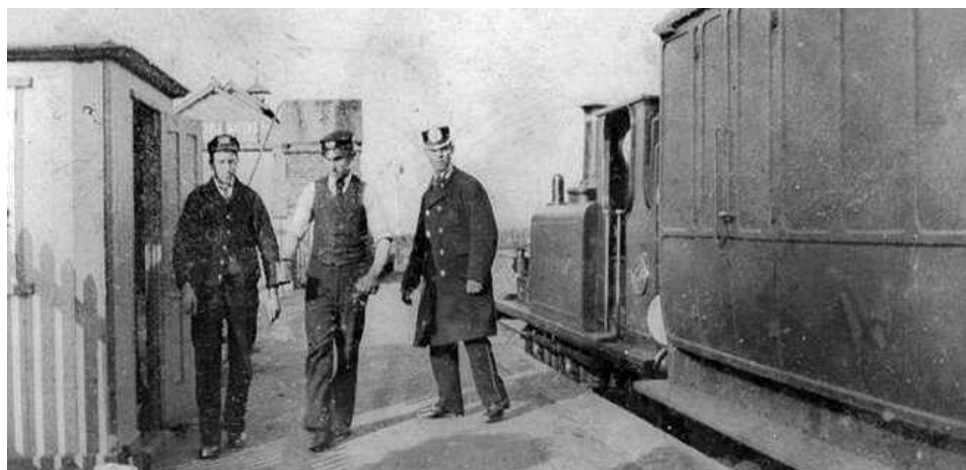
It is thought this picture was taken at Whitsun 1904. The train is now composed of a five coach set with a brake van at each end, but with two additional third class coaches behind the engine to deal with the expected increase in passengers; such strengthening coaches were often stored in the bay platform when not required. All the four wheeled coaches are of William Stroudley design except the first coach: the higher roof indicates a later design by Robert Billinton. The lighter section of the platform awning shows where it was extended in 1900.  
*Alf Harris/Richard Barton*



Alan Bell's model of Hayling station



Station staff at about 1907 with pigeon baskets. Racing pigeons were sent by owners to various railway stations for release by station staff. The time of release was recorded on the basket label. Carriages are berthed in the bay platform which was a later addition to the original station. *Roger Nash*



An early 1890s photograph of *Knowle* in the platform with a Stroudley 20-foot full brake. 'Terriers' were used on the branch from the early 1890s. The guard is Robert Outen. *Debi Smith*





Robert Outen taken at the same time. The last two letters of the running in board 'ND' confirm that the photograph was taken after the station name was changed from South Hayling to Hayling Island in June 1892. *Debi Smith*

#### Presentation to an Esteemed Guard

*On Monday, Robert Outen, who after thirty-five years in the service of the South Coast Railway Company, has been compelled to retire owing to ill health, was presented by Lord Robert Bradenell Bruce with a purse containing £61, subscribed by the residents and visitors of Hayling. Outen was guard on the Hayling train for 20 years, and the handsome testament was subscribed for as a mark of appreciation of his services. The testimonial is the largest ever subscribed in the Island. The purse, which was of dark green leather, was embellished by a silver plate, with a suitable inscription. It is almost needless to say that the recipient was delighted with his handsome present.*

*Hampshire Telegraph 20 May 1899*

Robert's LB&SCR employment record:

13 October 1863 – Porter at Havant station. Badge No 1857. Pay 15s. (75p). 1 January 1865 – Pay increased to 16s. (80p). 24 December 1870 – Now a shunter at Havant. Badge No 1021. Pay £1 1s. (£1.05p). Robert gets a clothing allowance. 12 March 1879 – Promoted to a guard on the Hayling branch. Badge 108. Pay £1 4s. (£1.20p). 31 March 1890 – Now a passenger guard. Badge No. 205. Pay £1 4s. (£1.20)

(Robert Outen was the author's grandfather's uncle. Herbert Outen was related to us both.)





Early 1900s photograph of horse-drawn carriages (taxis) waiting for the arrival of a train. What appears to be a LB&SCR horse-drawn bus is in the background. *Richard Barton*



Some 60 years later 'modern' taxis and their drivers, Harry and Ray, wait for their last fares. Note the missing portion of the station canopy which was lost as a result of being bombed during the second world war. The remaining part of the canopy is now serves on the steam railway at the Hollycombe Steam Collection near to Liphook. *Alan Bell*



This Leyland TD1 open-top bus operated Southdown service No. 46 between the station and Eastoke between 1934 and 1951. *Alan Bell*



A train waits in the bay for the arrival of the next train from Havant, 25 August 1962. *XH 27. John Scrace*





A train leaves for Havant from the bay while an engine waits to move on to the carriages in the main platform. My aunt, Mary Outen, often caught the train to Havant. Once when she missed it said *those wretched men saw me coming and must have said: 'here she comes let's get off'*. Note the LB&SCR lower quadrant signal. *Michael Edwards*



Departing from Hayling for Havant. *Roger Gallienne*



A quiet period at the terminus in Southern Railway days in the 1930s.



The last train has gone and a demolition tractor takes over from the 'Terriers' to rip up nearly one-hundred-years of history and memories. The station stands forlorn and lonely in the background. *Photographs The News*



## Off the Rails

In his book *Off the Rails*, Bill Bishop, a member of the breakdown gang at Fratton, records the following incident in the 1920s:

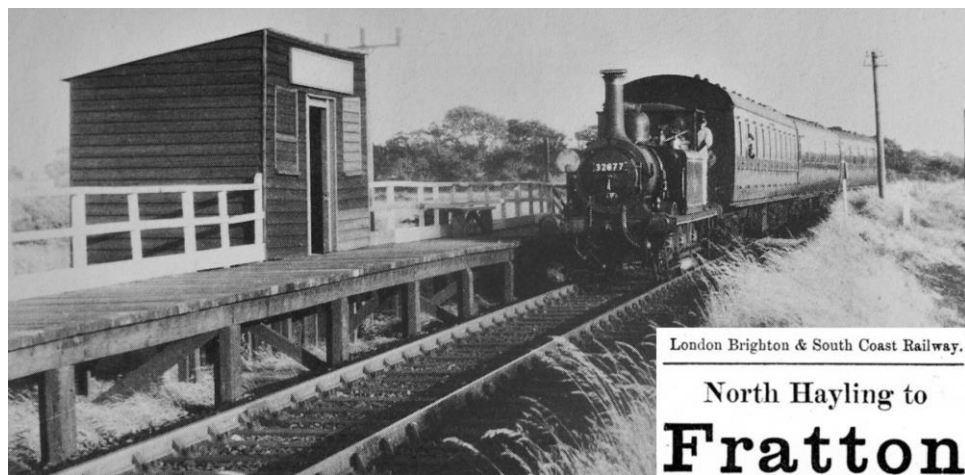
*My next call-out was on a Saturday afternoon. Once again many of the staff had gone home and I was one of the few men left in the Shed. The derailment was at Hayling Island and the call was received at 3.30 p.m. At that time, by climbing to the top of the yard water tank, it was possible to see into Fratton Park Football Ground and when Portsmouth were playing at home we had quite a good view! If, for any reason, staff were required back at the shed, someone gave several short blasts on the whistle of the loco yard shunter, which was usually one of the small Brighton 'Terriers'. In this case the 'Terrier' was the only locomotive allowed on the Hayling Island branch, so the yard shunter had to be coaled quickly whilst the football supporters were being rounded up!*

*Our journey this time was far more leisurely than my first trip and after collecting the single line staff at Havant, we made our way to Hayling. [Not sure about this as the engine at Hayling should have had the staff. There must have been some emergency arrangement to enable it to run or the staff brought back by road.] On arrival we found that the regular engine had gone through the 'catch points' at the end of the station bay platform, finishing up with all its wheels in soft mud. As cranes were prohibited from the branch, all re-railing had to be done the hard way with jacks, packing materials and ramps. It was impossible to pull the engine out of the mud so we had to jack it up at all four corners and lay rails and sleepers underneath.*

*After unloading our equipment, the vans were placed in the goods yard and our locomotive was put to use running the service trains. Although the weight on each jack was quite small, instead of lifting the locomotive, the packing disappeared into the mud! Many pieces were lost before we made a good base and they were never found again.*

*After many hours work we managed to get the locomotive back on to the rails and as it was not damaged it was used to take our train back to the depot. While the locomotive was being prepared for the return journey, we made our way to the nearest inn for well earned refreshments.*

It was often said the engines were always 'off the rails' but I can only remember this occurring twice. The first occasion was when the engine derailed on the points at the water column. The second time was when an axle was broken as a result of stones being placed on the line at the Hayling side of the bridge. The engine was coaxed back to Havant but unfortunately derailed at the end of the platform.



No. 32677 approaches North Hayling halt where it will stop if notice had been given to the guard at Hayling or if anyone was waiting on the platform. Local dairy farmers sent their churns of milk here by pony and cart, which were driven by young lads who would race each other to get there first. LB&SCR luggage label.



A Havant bound train heads across the bridge. A boy at a window appears to be ready to throw stones into the water. The Paddle Steamer *Carrier* berth was at the end of the bridge on the left. *Michael Edwards*

# The Hayling Island Oyster Trade

Richard Barton

The *Hampshire Telegraph* reported an 'alarming accident' at Hayling Island Station on the 31 October 1892. when the brakes on an incoming goods train of four 'waggons' loaded with oysters from Whitstable and a brake-van failed on the slippery rails. This resulted in it colliding with the coaches of the passenger train standing in the platform. The empty carriages were badly damaged in the collision, the brake van had its buffers broken and was 'knocked about' and the engine was slightly damaged. The carriages were removed to a siding and the 8 a.m. departure was made up of a third class coach and a guard's van.

The shipment is interesting in that it is the only evidence of a 'goods' train to Hayling: all other references and later photographs are of mixed trains, with wagons attached to the rear of passenger trains and protected by a guard's van in the rear.

Why were oysters shipped from Whitstable? Oyster dredging in Langstone and Chichester Harbours had been carried out for centuries but over-fishing of the natural oyster beds had severely reduced stocks by the middle of the nineteenth century. The arrival of railways provided a fresh impetus to the trade. When the Hayling Railway, prior to completion, decided on a revised route slightly inland, the foreshore behind the intended railway embankment was leased for oyster production and the South of England Oyster Company built a number of oyster lagoons close to North Hayling station.

A newspaper article in 1889 reported that oyster 'seeds' or 'sprats' were imported from France and spent their first winter at Hayling. They were then shipped by rail to Whitstable, where the summer 'growing-on' conditions were better. The oysters were returned before winter to Hayling, where there was greater protection from ice and from winter storms. This annual movement of oysters continued until their fourth summer, when they were transported to Kent and sold as Whitstable Oysters.

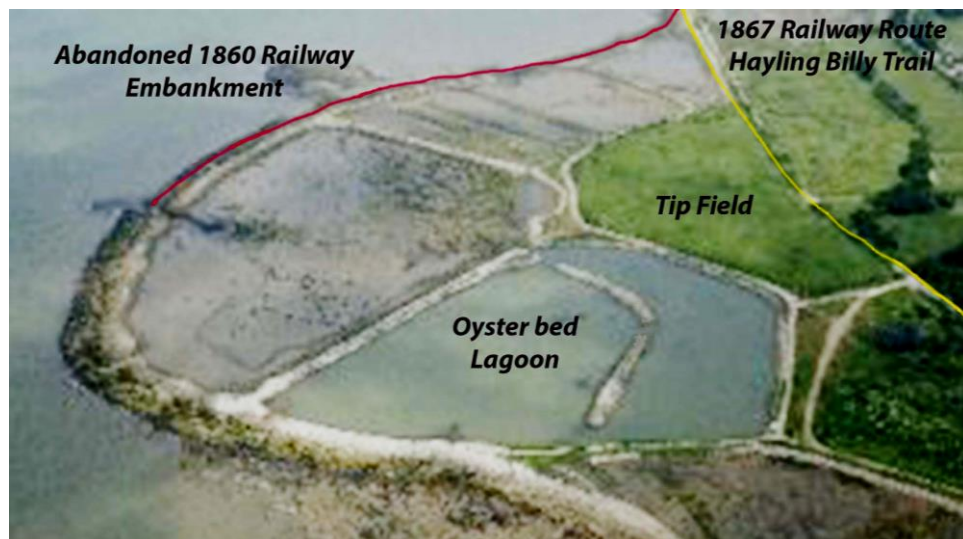
It is unclear how long this twice yearly movement of oysters continued and the 700 tons quoted for the year 1888 was a large trade for a small branch line with limited freight handling capacity before 1900.

By 1907 a siding and oyster platform had been added near to the North Hayling lagoons but they are reported as being out of use by 1925.

There is evidence of oyster shipments by rail between Whitstable and Hayling Island from 1888 to 1906 but none for shipments in the opposite direction. It is probable that the twice yearly movement of oysters was short lived and proved to be uneconomic. The oyster trade never fully recovered after 1902, when contaminated Emsworth oysters caused several deaths at a banquet in Winchester.

# The Oyster Beds and Hayling Billy Trail

Peter Drury



Aerial view of the oyster beds taken in 2004. *Havant Borough Council*

The 1860 Act of Parliament authorised construction of the Hayling branch line with part of the route being carried on an embankment off the west coast of Hayling Island to a new port to be constructed near the Hayling – Portsmouth ferry. See map on page 6.

In 1864, the South of England Oyster Company leased some of the reclaimed mud flats at the north west of Hayling Island with the railway undertaking the provision and maintenance of sluices through the embankment. Only 170 yards (155 metres) of embankment were completed with this part of the works being abandoned in 1865. This led to a dispute between the Railway and Oyster Companies. A ‘gentleman’s agreement’ was reached allowing the railway to be re-routed along the existing western coastline. This dispute was only formally settled in 1874 (7 years after the railway opened).

The Oyster Company ran a fairly successful business until the early 1900s. The railway provided a siding for the bi-annual movement of oysters between Whitstable (Kent) Oyster beds and the Hayling Oyster beds.

Havant Urban District Council purchased the Oyster bed area and the Hayling Railway land creating a household rubbish facility in what is now known as the tip field and highways depot. The latter two facilities were transferred to Hampshire County Council in 1974 when tipping ceased.

In the 1980s another company was set up with the intention of reviving the oyster farming industry. In order to do this they needed to re-construct the bund wall to enclose the area so they advertised the site as a free tip for building material.

However the venture failed and the council was left with a potentially dangerous structure, the majority of which needed to be removed.

To address the issues, Planning Consent was received in 1995, to remove the alien material from the bunds and a non-contractual partnership was set up between the two councils, English Nature, RSPB and Hampshire Wildlife to safeguard the environmental issues of the work.

The work was completed by 1997 by crushing the material on site and making the bund walls safe. Also included was the construction of a sea water lagoon with two weirs allowing the exchange of water at high tide. The lagoon was constructed by combining two bays and using the surplus material to create two islands. The whole area was landscaped to form the North Hayling and Hayling Billy Nature Reserves we see today. The project was awarded a Millennium Product.

The lagoons have become an important breeding area for ground nesting seabirds, in particular for Common Tern, Oystercatchers and Mediterranean and Black-headed Gulls



Mixed flock, Common and Little Tern over the Oyster bed lagoon in 2010 before migrating to Africa. *Copyright Peter Drury*

This area, along with the rest of the Hayling Billy Trail, provides a rich source of flora and fauna which is being safeguarded for the future.

For more information on the history of the line and oyster beds visit [www.haylingbillyheritage.org](http://www.haylingbillyheritage.org).



What to look for at the Oyster beds and along the Hayling Billy Trail. All photographs copyright Peter Drury.



Grey Heron (*Ardea cinerea*) feeding at the mud flats north of the Oyster beds



Sandwich Tern (*Sterna Sandicensis*) Colony on north island



First year juvenile Black-headed Gull (*Larus ribibundas*). At this stage some would argue their plumage is more attractive than at the adult stage.



Great Tit (*Parus Major*)



Common Tern (*Sterna hirundo*) Parent protecting fledgling (on the water below).



Oystercatcher (*Haematopus ostralegus*). Adult (L) fledgling (R) on South Island Oyster bed lagoon.



Greenfinch (*Caeduelis chloris*)



Dunnoch (*Prunella modularis*)



On the viaduct with a Havant bound train. *Roger Gallienne*



Goods were brought out from Hayling on an afternoon train. The remains of the *Carrier* berth can be seen in the foreground. *Alan Bell*

# Langstone to Isle of Wight Train Ferry 1885 to 1888

Ann Griffiths

The Paddle Steamer *Carrier* was built at Greenock and launched in 1858 as part of a fleet of train ferries introduced to carry goods wagons across the Forth and Tay estuaries. At 243 Gross register tonnage and measuring 124 feet x 26 feet 9 inches (38 metres X 8 metres) overall, she was powered by two 112 h.p. steam engines and had two tracks on her deck each capable of taking seven wagons.

By 1883 *Carrier* was redundant. She was sold to the Isle of Wight Marine Transit Company, who started up a rail freight ferry link between Bembridge Harbour and a newly constructed wharf near to the Hayling railway bridge. The idea was to transport goods such as coal from the Midlands, and fresh vegetables, by train, thus omitting the need to unload and reload them on either side of the Solent. It was also thought that cattle might be sent from the island to markets on the mainland. Until now coal had been expensively conveyed from the north by sea; other goods would often be met by carts drawn by horses belly-deep in the water to carry the load ashore and sheep might be cast overboard to take their chance in swimming to safety.

The *Carrier's* first eleven mile trip between Langstone and Brading was on 14 July 1885, when she successfully transported 12 wagons loaded with merchandise and weighing 160 tons. In December 1886, as the Isle of Wight company was in financial trouble, the London Brighton and South Coast Railway agreed to hire the *Carrier* and the quays. Its solicitor, Sir Philip Rose, who was holidaying in Shanklin, had his horses and carriages conveyed by the train ferry, perhaps as a publicity stunt. The unusual cargo was loaded onto the 6.35 a.m. train at Victoria Station, reached Havant at 9 a.m., and was hauled down to Langstone where the railway wagons were lowered down a ramp onto the deck of the *Carrier*. Starting from Langstone at 10.30 a.m. and reaching Bembridge at 12.35 p.m. the load was then transferred to the Isle of Wight Railway Company's train. This left Bembridge at 1.12 p.m. and arrived at Shanklin at 1.38 p.m., the whole journey taking just seven hours.

At the 1887 Naval fleet review the *Carrier* was used to carry spectators and is notorious for having apparently belched out black smoke in the direction of the Royal Yacht.

In general, the rough open sea did not suit the *Carrier* and this and the unprofitability of the ferry scheme resulted in its closure in 1888. Two lines of wooden piles, which formed part of Langstone wharf, can still be seen near the remains of the railway bridge.



Alan Bell's model of the Paddle Steamer *Carrier* at its berth.



Workmen on the bridge and the remains of the Langstone Wharf



Rear view of the previous afternoon goods train. *Alan Bell*



Langston station with its later concrete platform, 25 August 1962. *John Scrace*





The 'signal box' and ground frame at Langston which contained the levers for controlling the signals. The notice board says: *Farewell to the Hayling Billy. Alf S*



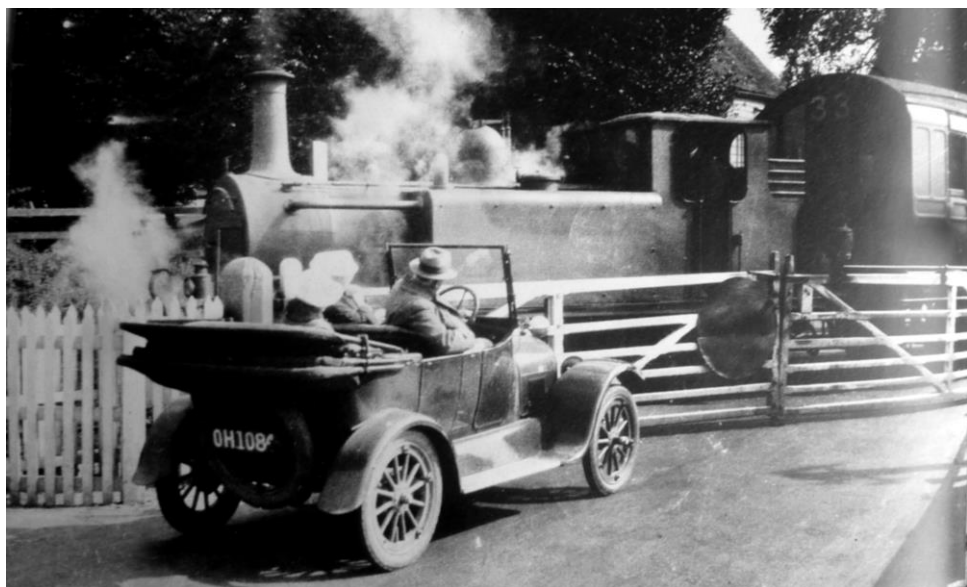
Langston level crossing in the early 1900s. *Roger Nash*



Bill Matthews and mate opening the gates to release the build-up of traffic on what appears to be a typical summer weekend in the 1950s. A bit further on they would all have to stop again and pay to go over the toll bridge. *Michael Edwards*



Closing and opening the heavy gates by hand was a difficult and often dangerous job. Tragically crossing keeper Jock Jordan was knocked down and killed here in 1946. *Michael Edwards*



The car, believed to be American, was registered in the Birmingham area between May 1920 and January 1922. The LB&SCR gates can be compared with the next photograph which shows the later Southern Railway pattern which had cross bracing and split discs.



A Wolseley 6/90, registered in Chelmsford in 1958, is also held up at the gates. Just two of the thousands of vehicles held up over the years and then to be held up again at the toll bridge further along the road.

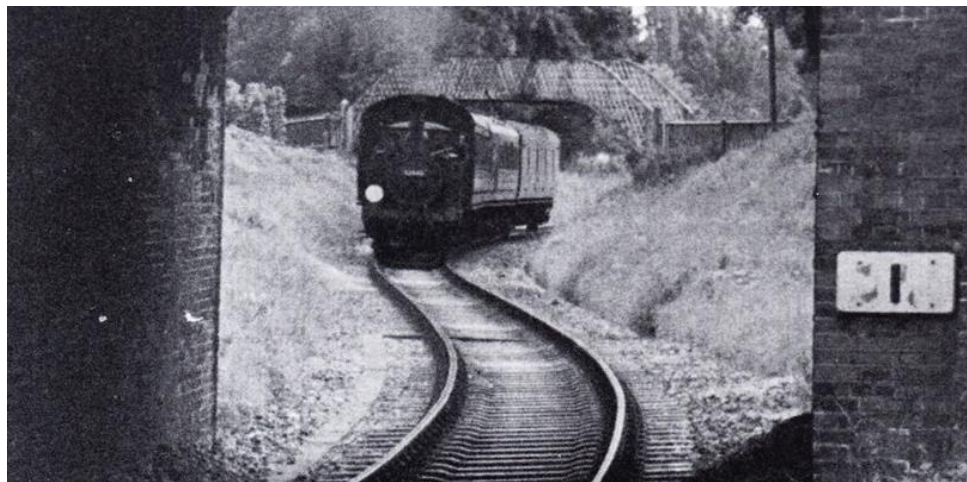


30 July 2016. The station has long gone and the gates no longer hold up the flow of traffic on and off Hayling Island; only the wooden cottages remain. *Author*



Alan Bell's model of the Langston crossing. Depicted at the gates is the author's Thames 15cwt van taking Sunday newspapers to Hayling. On the left is Mick O'Shea's black taxi which he ran when not employed on his duties at the station. On the bottom right two people, no doubt also railwaymen, are on their allotment. This was once a common sight at many stations and signal boxes where crops would be attended to between trains.





Looking south under the East Street road bridge. The iron footbridge from Lower Grove Road to Lymbourne Road is in the background *Alan Bell*



Rounding the sharp curve approaching the New Lane crossing. Trains would 'screech' around the 8-chain radius curve and sometimes they did not have enough 'puff' to make it and had to set back and have another go. The first coach, No. S100S, was constructed at Eastleigh in 1962 with an experimental all fibre-glass body. It was the only one ever built due to its high cost. It was in use on the Hayling branch in 1963 until the closure of the line. It is now preserved on the East Somerset Railway. On at least one occasion passengers had to climb down and walk the rest of the way to the station. The signal is set clear for the bay platform. The other signal is for the main line. *Alan Bell*





On this occasion No. 32670 has brought the whole train up to the water crane. It appears that driver Dave Birch has either uncoupled or is about to uncouple the engine. The fireman watches the water flow. *Eric Grace/Michael Harvey Collection*



Circa 1910. The 'LV' (Last Vehicle) plate indicates to the signalman the train is intact. LB&SCR luggage label. *Alf Harris*



No. 32646 with the afternoon goods viewed from the author's bedroom window. The goods were either taken straight across in to the goods yard, left on the through road in the station for the shunting engine to pick up or the whole train taken on the down platform for the shunting engine to back on to and take away. On one occasion a boiler tube leaked and dirty water was sprayed all over my mother's washing on the left. She was one of the few people pleased for the line to close. *Author*



A horse box from Hayling is taken in to the goods yard. *Alan Bell*



1930s aerial view of the old road bridge and the railway bridge. The Langston sidings and the remains of the *Carrier's* dock can just be seen



Gangers Ron Stilwell, David Lear and Jock Wright; no high-vis jackets in those days. Ron fills the scoop with ballast from the rail-borne basket; Dave has a shovel full ready to pack under the sleeper end; Jock lifts the track with a jack. A train waits to depart. *Alan Bell*

# Memories of the "Hayling Billy Line"

Betty Marshall

So many people in Havant know "The Billy Line", and it is well used as a pleasant secluded walk from the centre of Havant to the Langstone foreshore. The purchase and construction of this path must be one of the Borough Council's actions for which there can be nothing but praise. But of all the people who walk there how many know what it was actually like to take a trip on the little steam train, the Hayling Billy, which gives the path its name.

The line was in use for almost exactly one hundred years from 1867 to 1963. The train was pulled by a Stroudley Terrier engine and usually consisted of two carriages, though on fine summer days three might be needed, or on exceptional occasions four; though this was not encouraged as it was felt that the trestle bridge over Langstone Harbour might not be able to take the weight too often. During the Second World War the Southern Railway ran through trains from Hayling to Portsmouth; on Saturdays only, conveying the soldiery bent on an evening's entertainment. These were of eight coaches, well laden, and between Hayling and Havant had one Terrier at the front and one at the back.

During the twenties and thirties, with my family living in Denvilles and our grandparents on Hayling, I was a frequent traveller on the Hayling Billy. We lived in Third Avenue, Denvilles and the first part of our outing was the walk to the station. The ramp bridge joining Third Avenue and Eastern Road was not built until the Waterloo line was electrified in 1938, so to get from Third Avenue to Havant Station we had to start walking away from Havant, east along Third Avenue and up Fourth Avenue to reach a foot crossing over the line, situated where a now seemingly pointless small road goes from Fourth Avenue to the railway line. We often said how useful a bridge built at the end of Third Avenue would be, but of course, by the time it was built, we had moved.

There was a signal box situated by the foot crossing and from this the gates at the crossing were locked when a train was approaching. The crossing, officially designated Havant North, was always known to us as the "Dolly Gates" because the signal man, who lived in a cottage at the west side of the crossing, was Mr Dolly. His name created confusion in my childish mind so that I expected him to have a round wooden head and a painted face like Mr Noah in my wooden Noah's Ark.

Having crossed the line, we did at last turn to walk towards Havant, along the bridle path which had the railway on one hand and Brown's cabbage patch, now occupied by Kenwood's factory, on the other. This may have been part of an old route from Havant to Westbourne. Certainly it must have been an established right of way when the railway was built, for a crossing to have been provided there.

On old deeds Fourth Avenue is marked as Bridle Road and led to a path, lost now in modern development, which crossed fields to emerge on to Southleigh Road just west of South Leigh Farm. What I chiefly remember of the bridle path by the railway is that it was the coldest place I knew when a north wind was blowing. Down the bridle path we went and then past the cemetery and on down Eastern Road. We always went along Eastern Road rather than down New Lane and along Waterloo Road because using New Lane involved crossing the Hayling line level crossing. This was not advisable if you were catching the Hayling train as the crossing was usually closed all the time the Hayling train was standing in Havant station to allow for the manoeuvre known as "changing ends". It was always essential that the little Terrier engine should be pulling its carriages, not pushing them. There must have been some good technical reason for this as the little engine which operated the train running a shuttle service between Portsmouth and Chichester, known as the Chichester Flier, worked quite happily at the front, the back or in the middle of its two carriages. But the Hayling Billy had to pull, although the engine itself need not turn round and must have done half its mileage in reverse. Whatever the reason, both at Havant and at Hayling, the engine was uncoupled from one end of the carriages, shunted back past them and re-joined at the other end ready to start its next journey. So our route to the station was always by Eastern Road and should we be a little late for the train, was accompanied by anxious discussion as to whether the smoke from the engine meant the Billy had just come in, was changing ends or getting up steam ready to leave.

At this time, before 1938, the old Havant Station lay to the East of North Street and there was a level crossing just west of the station to allow the traffic to pass over the line and on up Leigh Road, then the main road out of Havant to the north. There was always the chance that these gates also might bar our way as the entrance to the station and the ticket office was on the south side of the line, but these gates were operated more promptly than the Billy line gates and we were seldom so late that we could not wait for them to open. Then we bought our tickets (8d. return for adults, 4d. for children; i.e. about 3p and 1p in modern money – can you imagine how far that fare would take you now?). And so on to the platform with recognition and greetings from the ticket collector and porters, to see the train waiting. There were two guards who shared the duties on the Hayling Billy. One of them, Sam Walder, was used as the model for "Sunny South Sam", a famous Southern Railway poster in pre-war days. Certainly they were both cheerful men who knew all their passengers and it was common if a regular was missing from his usual train for the guard to ask the driver to hang on for a minute whilst a porter was sent to see if the missing traveller was in sight.

We walked up the train to find an empty compartment – a necessity for our size family – and then, when the door was opened, and only then, came the shout of,



"Bags seaside door window!" and "Bags bunnyside door window", magic incantations which will be explained later and which were invalid until the actual moment that the door was opened. In we got and settled ourselves, if we were in good time waiting for the bump which signalled that the engine had arrived at the front of the train after changing ends. Then there was usually a short wait while final checks were made and possibly main line trains had to arrive to connect with the Hayling train. Then there would be a shout of, "Any more for Hayling?" from the guard, a shake of the head from the ticket collector, then the guard would blow his whistle, wave his green flag and the train would be off. On at least one occasion only the engine would be off – the crew having forgotten to couple up the train – and travelled all the way to Langstone before the dreadful omission was discovered.

Out of the station over the level crossing the Billy would go, then the wheels would squeal as the train took the tight curve into the cutting leading to the bridge under East Street. This curve was the second reason – the first being weight – why only the Terriers could be used to pull the Hayling train, as only their short wheel base could take the curve – and even they had to go slowly and the wheels would protest loudly at the pressure on the rails. I seem to remember that at quite frequent intervals a gang of men with crowbars would have to lever the rails back into their correct position as the constant pressure on the curved rails would force them out of true.

Through the cutting the train went, giving us an odd view of the backs of the houses in Bellair and Beechworth Road, under the road bridge, then under the footbridge which served the footpath from the town centre to Wade Court and on to Warblington. Then the train ran close beside the Lymbourne stream, then in full use for watercress growing, and the original footpath still there – was fitted in between the railway and the stream.

There was, of course, no by-pass, and once the houses of Lower Grove Road were passed, the line ran through open fields to the end of Langstone Avenue, then past the gardens of the last houses in Langstone Road, over the main road by a level crossing, to stop at Langston Halt, just beyond the road. Notice how I have spelt "Langston". This is how the railway always spelt it on the station and on their tickets; and although the experts now say it should be "Langstone", with Farlington, Bedhampton and Warblington spread along the north shore of the harbour, a logical case could be made for the derivation "Langs-ton". If it is "Langstone" where is the stone to which it refers?

However, to return to our trip on the Hayling Billy: At Langstone the road and the railway did not cross at right angles so that the gates were exceptionally wide. They were opened and closed by the crossing keeper who lived in one of the pair of weather boarded cottages just south of the level crossing. These are eighteenth century cottages so that they predate the railway and probably helped to determine just where the railway crossed the road. The crossing keeper was alerted by a bell

when the train left Havant so that he could open the gates for the train in good time. But he was also the porter, ticket collector and everything else necessary for the running of the halt and as he always saw the train on its way before opening the gates for the road traffic there could be some long delays for any vehicles waiting. This did not matter in pre-war days as there was little road traffic and anyone waiting was quite happy to gossip the time away. But the traffic jams the level crossing caused in later days were another factor in deciding to close the line.

In the twenties the halt was at times quite busy with passengers using it to start and finish their journeys to Portsmouth, Chichester and even London, and there could be bags of cockles and winkles and other parcels to be transported as in those days the railway was the quickest and most reliable way of sending goods and packages. Certainly there was always time for us to admire the vegetable garden which the railway man cultivated beside the line; a model of neatness and productivity.

When all the transactions were over the Hayling Billy would start again, running for a short distance between houses and trees, then bursting into the open just before crossing the bridge. Whatever the state of the weather and the tide this moment always had the effect of coming out into the light and space which always brought excitement and a lift of the spirits. On days when the sun was shining and the tide high, the light was dazzling as the train went slowly towards the bridge. It didn't do for the faint hearted to lean out of the window as the train went over the bridge because I cannot remember a time when the bridge did not creak and groan as the weight of the train passed over and there seemed so little protection between the train and the sea.

We used to discuss, in an academic way, whether it would be better for the tide to be out or in if the bridge should give way. The majority verdict was that it would be better to swim than flounder in the mud – think of the smell! There was a small signal box perched on the bridge, which contained the mechanism whereby a small centre span could be swung open to allow the passage of boats. This must have been frequently used when the bridge was first built when barges were still using Langstone. But even by the twenties there was very little seaborne traffic coming that way. The old road bridge had a similar opening span in it and the only time I can remember seeing the bridges open to let a boat through was on the Queen's wedding day when I sat in a waiting bus watching the bridges open and listening to the ceremony on a portable radio.

It was after the bridge had been crossed and the train had reached the Island that the meaning of the expressions "seaside door window" and "bunnyside door window" could be understood. Whoever had been successful in their "bagging" could stand either at the window facing the sea or at the one facing towards the fields,

where, at the right time of day, families of rabbits could be seen feeding at the edge of the track.

It is only in memory that one appreciates, as a child would not fully realise, that the four miles of track down Hayling must have been one of the most beautiful stretches of line in the country. Looking West the line first passed some old oyster beds or salterns, perhaps both, though the oyster beds probably fell into disuse at the same time as the Emsworth oyster trade collapsed. From here to North Hayling Halt the track ran close to the edge of the island, so close that a chalk wall had to be built beside it, as on stormy days the high tide could encroach on the line. The view was across the open stretch of Langstone Harbour to the skyline of Portsmouth, dominated then by the tower of St Mary's Church, the spire of the Guildhall, (then the Town Hall) and finished with a pinnacle that was not replaced when the bomb damage was repaired. And in the background, what we called the "dickey bird" – the big dockyard crane; in shape something like a gliding bird. The harbour was full then, as it is now, with bird life; waders exploring the tideline and seabirds on the water. On each trip the view was different with constant changes in light, tide and season.

On the other side of the train the view was over the fields and copses. Hayling was much less populated than it is now, the houses for the most part being confined to the old hamlets, of which Northney and Stoke could be seen across the fields. But the marvellously fertile soil was always well farmed and because of the helpful climate it was often possible to get three crops a year from the arable fields and the cows always looked sleek and well fed. Between these two lovely views the train would halt at North Hayling. This was never as busy as Langston as there was no commercial traffic, but it was well used, particularly by those people going on by the main line. Then on the train went between the fields and the sea towards the end of our train journey. At last the train pulled into Hayling station, quite a substantial terminus with a goods yard with coal and other trucks bringing Hayling its supplies. One train in each direction every day would have trucks coupled on behind the carriages to take the goods to and fro. I can't remember that there was any means of checking the weight though I think there must have been; but I do remember the height gauge through which the trucks had to pass to make sure they could get under the bridge under East Street. There was a small trestle platform beside the sidings at which the engine could load up with coal, huge lumps that were stacked in the tiny bunker at the back of the engine. I can't remember any means of filling the side tanks with water at Hayling though at Havant there was a round water tank on a metal frame about fifteen feet high which provided water for re-filling the engine through a large pipe, with, I think, a leather flexible pipe which was put into the engine tank. The flow of water was controlled by a wheel, and, very tidily, there was a grating beside the pipe to drain away any spillage.

Having got to Hayling we would have to finish our journey on foot to my Grandparent's house, leaving the Hayling Billy to change ends again and return to Havant.

When we grew older, my mother took over the running of one of the cafes and the whole family moved over to Hayling for the six months from Easter to the end of September. By that time my brothers and sisters, all older than me, were going to school in Petersfield; the boys to Churcher's College and the girls to the County High School. They had to catch the 8.11am train from Havant so I suppose they had to leave home at about 7.20am to walk to Hayling station and catch the Billy to Havant. As I was still going to school in Havant I left about an hour later to catch the next train, and I clearly remember on the day the General strike started, meeting the rest of the family walking back from the station as I went towards it as there were no trains running. To us it was a glorious extra holiday but the worry of the adults did penetrate to us. It was so difficult to know what was happening with only the news-sheets and a very erratic crystal radio to keep us in touch. I suppose the early start and long journey to school would be unacceptable nowadays but I cannot remember that we ever found it a burden. There must have been wet days but my chief memory is of the freshness and light of those summer mornings with the song of the skylarks as we crossed the common. Then the bliss of coming back to Hayling in the afternoon which started when we got on the Hayling Billy at Havant, increased as we came out to the sea at Langstone and reached fulfilment when we got home, changed into swimming things then into the sea for a bathe before tea. The bathe had to come before we ate as the rule of waiting for an hour after a meal before bathing was rigidly enforced and that meant too long a wait for a swim.

As time went on and we became more independent we used all sorts of methods to get to Hayling; the bus, cycling, motor cycling and walking. Walking was a particular favourite as the roads got busier, because by using footpaths and West Lane we could avoid the traffic and if we really stepped it out it was possible to go from Havant church to the beach in a little over an hour. But the journey on the Hayling Billy never lost its charm. Even when we had all left home to follow various careers we still returned frequently for weekends and holidays, usually travelling home by train so that the last part of our journey to our Hayling home was on the Hayling Billy.

These days were brought to an end in 1940 after Dunkirk when the front at Hayling was made a restricted area and the beach was barricaded with concrete blocks and iron scaffolding with rolls of barbed wire between and the cafes on the sea front were boarded up.

By the time the war was over most of us were married with families of our own but the pull of Hayling was still strong and we bought a beach hut so that we could still have a base there. We began to introduce the next generation to the delights of

travelling on the Hayling Billy. The journey with small children was made easy because prams and pushchairs were packed into the guard's van and the luggage racks were packed with bags of food, buckets and spades and swimming costumes and towels. One traveller to Hayling remembers the highly individual smell composed of burning coal, steam and hot engine oil. The sound of the Hayling Billy was also an individual one. At rest the engine sounded like a very large dog panting and when running its puff was quick and staccato, very different from the heavy whoosh of the Schools class engines which hauled the main line express trains. As for the song of the wheels, on the way back from Hayling they seemed to say: *We haven't been to Havant and we Haven't got there yet.*

It was in the years just after the war that the Hayling Billy really had its heyday. Petrol was rationed so that cars were not much used for pleasure trips, but everyone was glad to be able to enjoy the sea in peace again. There were summer days when it seemed impossible that all the people waiting on the platform at Havant could get into the train but somehow they did though there were times when there were rows of children sitting in the luggage racks. It has been reported that in August 1961, 32,176 passengers travelled to Hayling and on one Sunday that month 7,000 travelled. It was in these years that by a triumph of organisation two trains an hour were run in each direction. As the journey took 15 minutes this involved a complicated system using three engines and two sets of carriages. This meant that time could be saved over changing ends and also one train in each direction in each hour would do the trip non-stop. This caught out many an unwary traveller to Langstone. They would be carried willy-nilly to Hayling and there, would have to be careful not to be taken back straight to Havant without stopping; though I do remember one traveller who asked the guard if this train stopped at Langstone being answered: *Yes, if you want to get out there.*

This was the spirit in which the Hayling Billy was run – though it wasn't true that you could pick flowers from the train as you went along. I suppose it had to close in 1963 because it would be difficult to justify the cost of re-building the bridge and the poor little Terrier engines were worn out. But it was a lovely way of getting to Hayling, and if you want to get something of the feel of it try walking the length of the Billy line from Havant to Langstone and then from south of the bridge down the west side of the island to where the station stood. It's a much better way to get there than queuing in a traffic jam.





The final destination – the sea and, at that time, sandy beach



Mural of the *Hayling Billy* on the wall of the Langstone Road flyover. The Lavant Stream flows past in the foreground.



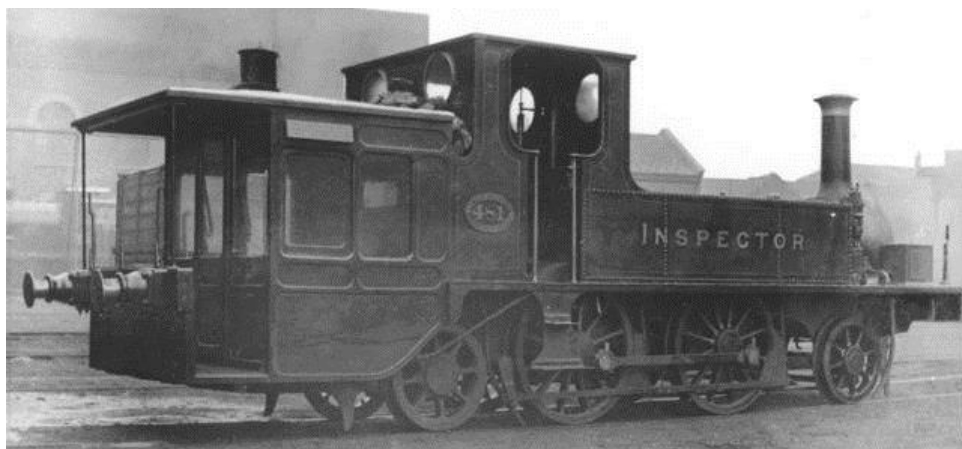
Colin Hayward's scale model of *Hayling Island* which ran on the Hayling branch from 1874 to 1889

### No. 481 *Inspector*

(Formerly No.96, No.115 *Hayling Island*, No. 359 and No.499).

In 1868 the company purchased a second hand Sharp Stewart 2-4-0 Tank locomotive for £1,065, and it was utilised mainly on small branch-line and shuttle services. During 1889 William Stroudley re-built it as a 2-4-2 Tank locomotive with a private saloon at the rear for his own personal use when travelling around the Brighton system. In December of that year when the locomotive was 'in shops' Stroudley suddenly died thus not seeing the end result. When Robert Billinton took over as Chief Mechanical Engineer he decided to carry on the re-building project. In January 1890 it entered service in full Stroudley 'Yellow Ochre' livery, with the rear saloon section painted in Mahogany livery lined with Gold. At the end of 1898, after travelling 283,789 miles, it was offered for scrap. Withdrawal came soon after in March 1899.





No. 499 *Hayling Island* was transferred to Brighton Works for rebuild into the form seen in this photograph. The rebuild was completed in 1890 and it became No. 481 *Inspector* as an inspection vehicle. It was finally withdrawn in 1899.  
*Colin Paul*



*The model is built to 7mm FINE SCALE 'O' GAUGE and is completely scratch built, except for the wheels, which are Slater's, and buffer shanks, which came from castings produced by Colin Hayward. The chimney and dome have been kindly turned for me by Cliff Pector. It is fitted with a MASHIMA 1833 MOTOR and an S&D 40:1 gearbox for superb slow running. The chassis features double-beam compensation on the leading and front driving axles, whilst the rear wheels are sprung. Text and photograph Colin Paul*

## *Fratton* at Hayling Island

Richard Barton

The London Brighton & South Coast Railway (LB&SCR) owned two very attractive Sharp Stewart 2-4-0 tanks and full details of their histories are given in *Locomotives of the LB&SCR* Vol. 1 by Don Bradley. The second was purchased in 1873 and, in emerald green and numbered 53, it initially worked the Kensington shuttle service. The photograph below shows it engaged in construction work at Newhaven Harbour between 1875 and 1878. It had been repainted in Stroudley passenger livery in 1875 as *Bishopstone* and was renumbered 270: identification may have been by numerals painted on the buffer beams or possibly by a single brass plate on the bunker.



*Photograph courtesy of the Colonel Stephens Museum, Tenterden*

In 1878, No. 270 was renamed *Fratton* and was sent to work the Hayling branch, joining its sister engine No. 359 *Hayling Island*. It would have been fitted with sprung buffers, Westinghouse air brakes and possibly a new cab but no photograph of it running as *Fratton* is known to exist. It was renumbered twice before being withdrawn in September 1890, and sold as scrap for £164 to George Cohen & Sons. No photograph is known to exist of *Fratton* on the branch.



*Bishopstone* modelled by Richard Barton in 'O' gauge. In 1878 it was renamed *Fratton* for use on the Hayling branch and would have been fitted with sprung buffers and probably the cab would have been enclosed.



An 'O' gauge model of *Bognor* built by Peter Korrison and Richard Barton. It is shown in its early 1890s condition when it spent some time on the Hayling branch. *Richard Barton*





‘Terriers’ No. 663, *Preston* and No. 643, *Gipsyhill* on Fratton shed in the early 1900s, when they were frequent visitors to the Hayling branch. *Preston* was renumbered to No. 663 in June 1901 and *Gipsyhill* to No. 643 in April 1902 and both had their brass number plates removed and substituted with wooden ones with the numbers painted in gold. At some point after 1905 they were repainted in the Marsh umber livery and the lettering ‘LB&SCR’ replaced their names. *Richard Barton*



This was originally a ready-to-run model by DAPOL in 7mm Finescale. This has been dismantled, rebuilt and repainted in Stroudley livery as No. 43 *Gipsyhill* by *Richard Barton*. It is in the condition correct for the period from 1890, when it worked on the Hayling branch, until renumbered as No. 643 in April 1902.



Colin Hayward's model of Class A1 'Terrier' No. 48, *Leadenhall*, which was based at Fratton. This class replaced the Sharp Stewart tank locomotives on the Hayling branch and remained in service until closure. This particular locomotive was one of the first to be withdrawn in 1901. *The model was specially built in 1985 to go in Portsmouth City Museum for an exhibition on the occasion of the centenary of the East Southsea Branch. It was a Fratton engine, and, although I have never seen a photograph it would have almost certainly worked to Hayling. Text and photograph by Colin Hayward.*



Colin Hayward's scratch built model of three Stroudley carriages typical of the stock used on the Hayling branch circa 1880-1910. Photographs indicate that a full brake carriage and a full third would normally replace one of the brake thirds. These compact three-sets were used on many local services throughout the system. *Text and photograph by Colin Hayward*



The 'Terrier' is now in umber livery and has lost its name *Gipsyhill*. It is another model by DAPOL in 7mm Finescale. The coach is one of a range introduced in 1905 by Douglas Earle Marsh, which were nicknamed 'Balloons' on account of their high roof, and is in umber and white livery. Some of these were adapted for motor-train working with a driver's compartment at one end. A trailer of this type worked on the Hayling branch for a few years after 1907 but probably only in the winter months when traffic was light. It was unpopular because it only had third class accommodation. The builder and painter are unfortunately not known. *Richard Barton collection.*





## The Brighton 'Terrier' and those that have Survived

Ian Edwards

The first of these engines, out of a total of fifty, was built in 1872 to the design of William Stroudley, locomotive superintendent of the LB&SCR, to work the lightly laid South London Line, with its numerous closely spaced stations. The rapid acceleration of the 'Terriers' was a significant aid to timekeeping. They were also used on other suburban services, in particular on the East London Railway from New Cross to Whitechapel. As the weight of trains greatly increased towards the end of the nineteenth century many 'Terriers' were sent to work elsewhere and some came to the Hayling branch. Their minimum dimensions were:

Wheel diameter	4 feet
Boiler pressure	140 lbs (later 150)
Cylinders	13 x 20 inches (some 12 x 20)
Weight in working order	27 tons 10 cwt (rebuilt as A1X – 28 tons 5 cwt)

From 1911 onwards, many 'Terriers' (officially called the A1 class) were rebuilt with larger boilers and reclassified A1X. The engines in the Isle of Wight also had larger coal bunkers fitted.

All fifty of William Stroudley's 'Terrier' locomotives have a fascinating story to tell, none more so than the 10 members of the type which have survived to the present day on heritage railways and railway museums. Many are still in steam and working as hard now as they did in the days of Queen Victoria's Empire!

40 **Brighton** (1878) [32640]. Having been engineer William Stroudley's prized Paris Gold Medal winning exhibition locomotive, named after its prestigious birthplace, did not save this 'Terrier' from sale to the lowly Isle of Wight Central Railway. The Southern Railway later named it *Newport* after the Island's capital. Nationalisation found the now unnamed engine back in mainland service and a frequent visitor to the Hayling branch where it served until the 1963 closure when it was saved from the scrap yard by Billy Butlin. It was one of the three 'Terriers' restored for static display at his well known holiday camps and is now preserved at the Isle of Wight Steam Railway, Havenstreet. <http://www.iwsteamrailway.co.uk/>

46 **Newington** (1876) [32646]. A much travelled 'Terrier'. Sold out of LB&SCR service to the neighbouring London & South Western Railway for use on their Lyme Regis branch, the now unnamed engine was subsequently re-sold to the Isle of Wight's Freshwater, Yarmouth & Newport Railway. On that line's grouping into the Southern Railway it acquired the name *Freshwater*, a name it lost on return to mainland service upon nationalisation. Regarded by many as THE 'Hayling Billy', on account the many years it spent on display outside of Mengham's Hayling Billy public house. *Newington* was first preserved at Droxford on the disused Meon Valley line before its sale to Brickwoods Brewery and restored to Stroudley's 'Improved Engine Green' livery; actually a rather fetching shade of golden ochre! It is now preserved at the Isle of Wight Steam Railway, Havenstreet. <http://www.iwsteamrailway.co.uk/>

50 **Whitechapel** (1876) [32650]. This engine's career followed the more usual course for 'Brighton Terriers'. Built by the LB&SCR as Class A1 it was resplendent in full Stroudley livery with its name emblazoned on its tank sides. The Edwardian era saw its rebuilding to Class A1X by Locomotive Superintendent Douglas Earle Marsh, it lost its name while adopting that engineer's more sombre umber/brown colour scheme. With the exception of a period of service on the Southern Railway's Isle of Wight lines under the name *Fishbourne*, *Whitechapel* was a regular visitor to Hayling throughout its service to the LB&SCR, Southern and British Railways, including the final day of passenger services on Saturday 2 November 1963. Withdrawal following the 1963 closure of the line saw the engine saved for posterity by the London Borough of Sutton for display in a new Civic Centre that was never built. It assumed the name *Sutton* as 'Terrier' No. 61, which originally bore that title, had already been scrapped. After many years at the Kent & East Sussex Railway it is now to be found at the Spa Valley Railway, Tunbridge Wells, Kent. <http://www.spavalleyrailway.co.uk/>

54 **Waddon** (1875) [32654]. Sold by the LB&SCR to the neighbouring South Eastern & Chatham Railway for use on their Isle of Sheppey Light Railway it lost its name in the process. Return to the Southern Railway saw the engine rebuilt with a Class A1X boiler but retaining its original A1 smokebox. It was used mainly on departmental service at locomotive works and engine sheds. It was withdrawn from service by British Railways in its near original appearance and donated to the people of Canada and restored to its original livery.

55 **Stepney** (1875) [32655]. Following the usual career path for 'Terriers', with service with the LB&SCR, Southern and British Railways, *Stepney* was a regular performer on the Hayling branch. Fame beckoned in 1960 when the engine was sold by British Railways to the fledgling Bluebell Railway in Sussex. It was their first locomotive and the first mainline engine to be sold direct to a preserved railway. It was subsequently immortalised by *Thomas the Tank Engine* creator, the Reverend Wilbert Vere Awdrey, as *Stepney the Bluebell Engine* in his famous children's story books. It is now preserved at the Bluebell Railway, Sheffield Park, East Sussex.

62 **Martello** (1875) [32662]. A regular Hayling engine during its service with the LB&SCR, Southern and British Railways, It was one of the locomotives in service on the final day of public passenger trains on 2 November 1963. The engine was one of the three 'Terriers' sold to Billy Butlin for static display at his holiday camps. It is now based at the Bressingham Steam Museum, Norfolk. <http://www.bressingham.co.uk/Default.aspx>

70 **Poplar** (1872) [32670]. Sold by the LB&SCR to light railway entrepreneur Colonel HF Stephens for service on his Kent & East Sussex Light Railway and renamed *Bodiam*, a name it lost on the nationalisation of that line in 1948. It was one of the three 'Terriers' to work the Hayling branch on its final day of regular passenger services on Saturday 2 November 1963. Along with sister locomotive *Fenchurch* it was to No. 70 that the honour fell the following day of hauling the final excursion train from Havant to Hayling and return. It is now preserved at the Kent & East Sussex Railway, Rolvenden, Kent. <http://www.kesr.org.uk/>



72 **Fenchurch** (1872) [32672]. Sold by the LB&SCR to its subsidiary the Newhaven Harbour Company it was absorbed back into the mainline stock of the Southern Railway at the 1923 grouping. Unusually it took the first vacant number in the 'Terrier' series, SR No. B636, rather than the more obvious B672, which was also available. The oldest engine on British Railways at the time of its withdrawal, the engine became a regular performer in the later years of the Hayling branch and hauled the final excursion train in company with *Poplar*. *Fenchurch* was then sold direct from service to the Bluebell Railway, the last engine to travel there under its own steam. It is now preserved at the Bluebell Railway, Sheffield Park, East Sussex. <http://www.bluebell-railway.co.uk/>

78 **Knowle** (1880) [32678]. After the usual 'Terrier' career serving the LB&SCR and the early years of the Southern Railway, *Knowle* was transferred to the company's Isle of Wight system gaining the name *Bembridge*. It resumed its mainline duties a few years later and as a now unnamed engine was a frequent visitor to Hayling. It was withdrawn on closure and sold to Billy Butlin for display at his holiday camps. It is now preserved at the Kent & East Sussex Railway, Rolvenden, Kent. <http://www.kesr.org.uk/>

82 **Boxhill** (1880) [32682]. Early transfer to the LB&SCR's service fleet saw it working in locomotive works and engine sheds. *Boxhill* become the only 'Terrier' to survive close to its original Class A1 condition. This led to its preservation in the final years of the Southern Railway and it subsequently became part of the national collection of railway artefacts. It was displayed at the national railway museums at Clapham, York and Shildon and is now preserved at the National Railway Museum, York. <http://www.nrm.org.uk/>.



Len Nash made this 5 inch gauge steam model of *Boxhill*. It took him about ten years to build and it first ran at the Portsmouth Model Engineering Society's track at Bransbury Park, Portsmouth, in the mid 1970s. *Roger Nash*



This model of No. 32640, *Brighton*, was built in the 1980s by Colin Hayward for Denis Tillman. It is in British Railways livery with the distinctive 1956 'Ferret and Dartboard' crest.



No. 46, *Newington*, now No. 8, *Freshwater*, on the Isle of Wight Steam Railway



No. 54, *Waddon*, at the Canadian National Railway Museum, Montreal, Canada. *C. Stephen Cheasley*



No. 55, *Stepney*, outside Sheffield Park 1 May 2008. *Derek Hayward*





No. 62, *Martello*, in LB&SCR umber livery at Sheffield Park on the Bluebell railway, November 2006. *Bluebellnutter*



No. 70, *Poplar*, now No. 3, *Bodiam*, on the Kent & East Sussex Railway, *Michael Roots*



A 1980's view of 22636 formerly named *Fenchurch*, waiting to depart from Sheffield Park on the Bluebell Railway. Hauling a Southern Railway carriage to the design of Oliver Bulleid, and carrying the British Railways lined 'mixed traffic' black livery that it would have carried in November 1963 when it hauled the final passenger trains on the Hayling branch line. *Ian Edwards*



No. 32678, formerly *Knowle*, on the Kent and East Sussex Railway. The member of the crew on the left is Heidi Mowforth, who is based on the Bluebell Railway. *bluebellnutter*





No. 32650, *Whitechapel* on the Kent & East Sussex Railway about to receive the single line working token. *Brian Smith*



No. 663 *Preston* at East Southsea station in the early 1900s. Note the wooden number plate with painted numbers, which replaced the original brass number plate '63', when it was renumbered in 1901. Note how the bunker has been tightly packed with coal. *Richard Barton*



LB&SCR D1 Class 0-4-2 No. 264 *Langston*. The D1 Class were also designed by William Stroudley but were too heavy to run on the Hayling branch. The engine names mainly denoted various places served by the LB&SCR. *Alf Harri*



1907. No. 663, *Preston*, heads a train whose headcode indicates it is a 'Day Special' between Brighton and Portsmouth. This headcode was discontinued in June 1910. In 1906 this formation was introduced as a motor train from Portsmouth to Chichester. The train was known as the 'Chichester Motor'; a name which survived after electrification. *Alf Harris*

## Motor Train Working on the Hayling Branch

In January 1907 motor-train working was introduced between Havant and Hayling. This consisted of a specially adapted 'Terrier' engine and a third class only auto-train trailer coach. With this arrangement the coach was pulled as normal with the engine in front on the outward journey and on the return journey the coach was pushed by the engine at the rear. The driver would sit in a small compartment at the end of the coach and control the engine regulator and brakes by levers connected through the coach, the fireman remained on the engine. Initially this was a mechanical connection but in 1909 it was changed to a pneumatic system. The single class coach was not popular as it had insufficient accommodation for the ever-increasing traffic in the summer months so during this period the motor-train was replaced by normal haulage with the engine running-round the train at each terminal. In 1916 the use of the motor-train was discontinued completely. Also the running of mixed trains found the push-pull method of operation an inconvenience.

Clearly this introduction was not popular as the following report in the *Hampshire Telegraph* of 5 January 1907 shows:

*At a meeting of the South Hayling Parish Council a lengthy discussion took place with regard to the present motor rail service between Havant and Hayling which was described as the most retrograde movement ever undertaken for the island. If it continued it would have a disastrous effect on Hayling as a seaside resort, the chief objection being that nearly half the car was occupied by the smoking department, ladies and children having to go through it on entering and leaving the car, and that as the connection between the smoking room and the other half was being continually opened the whole of the car was little better than a smoker.*

*There was not sufficient accommodation for luggage and on several occasions it had been placed down the centre of the car. When crowded the conditions were very unpleasant and particularly with the last train on Saturday night, one councillor saying that he travelled by this train and was glad he did not have his wife and children with him.*

*The abolition of the 2nd and 1st class would have a bad effect on the better class of visitor. Bookings by both these classes from Hayling are not now taken, passengers having to book 3rd from Hayling and rebook 1st or 2nd at Havant.*



A busy Havant station. *Roger Nash*

Description by Richard Barton

This photograph of Havant Station circa 1910–1912 is from the family collection of Roger Nash, whose grandfather, Samuel Walder, and great grandfather of the same name, both worked for the LB&SCR. There are several well known photographs taken from the footbridge looking west, though this particular photograph has never been published before.

What is intriguing is the manoeuvre being carried out by the ‘Terrier’, as there is no known photograph of a goods or mixed train on the Hayling branch in the LB&SCR period. One immediate thought was that it was pushing wagons to the Langston wharf one mile away, or was returning them. Langston wharf, however, had silted up by 1890 and regular traffic ceased, though one siding was retained for engineers’ use. The *Hampshire Telegraph* reported in 1913 that the LB&SCR has leased part of the wharf for the storage of sand and gravel: it is not known if these materials were transported by rail but the four wagons in the photograph would not have been suitable. There are three round ended Open A wagons and a fourth, which looks like an open A, which has lost its round end and tarpaulin rail.

Goods traffic to Hayling was almost exclusively conveyed by mixed trains throughout the life of the branch. It is probable that the ‘Terrier’ has detached the wagons and a brake van by the branch home signal, before arriving in the bay platform. The Terrier has run round the coaches and has collected the four

wagons minus the brake van, as the latter cannot be seen through the signal box windows. It is about to propel the four empty wagons across the main line via the single slip in the foreground, to place them in the headshunt of the main goods yard. The branch train in the bay platform is obstructing the run round loop, so did the 'Terrier' push the brake van into the headshunt beside the signal box before departing with the passenger train?

A date of circa 1910-1912 has been suggested for other very similar photographs, possibly all taken on the same day, and the following points would seem to confirm the dating:

- the 'Terrier' has infilled coal rails, suggesting it may be in A1X condition, though it is still carrying a Stroudley chimney. If the 'Terrier' is 678, formerly *Knowle* and frequently used on the branch, this was rebuilt in November 1911.
- three of the wagons are clearly lettered LB&SCR.
- the spare third class coach in the headshunt behind the signal box is in the two tone Marsh livery.
- the train in the Portsmouth platform is set No. 149, which suggests a post 1907 date.
- D1 *Cuckfield* in the eastbound platform has its number 237 on the front buffer beam suggesting Marsh livery.

Gerry Nicholls of the Brighton Circle has confirmed that *Cuckfield* was photographed in the Horsted Keynes dump between 1905 and 1909 in Stroudley livery. Is this a Brighton bound train? If so, a plain disc should have been carried on the upper lamp iron in addition to that with a cross, assuming what C Hamilton Ellis stated in his book *The London, Brighton and South Coast Railway* was correct.

The Hayling branch had no direct access to the main line until the late 1930s and access involved reversal from the bay platform. The signalman watches the photographer.

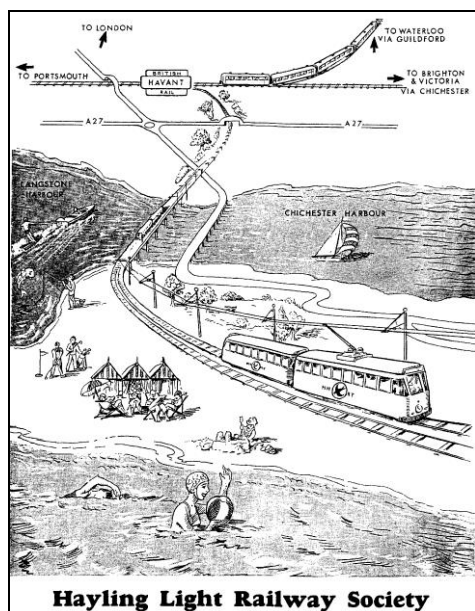
There is a wealth of additional detail in this photograph. An additional spare coach is standing at the back of the second siding on the far left. In the main goods yard a locomotive is at the head of a rake of wagons in front of the goods shed. What is the purpose of the white post beside the man in the middle foreground? Could the small box attached to it be a shunting bell?

Further comments on the array of wagons visible and of the method of marshalling incoming and outgoing mixed trains on the branch would be most welcome.

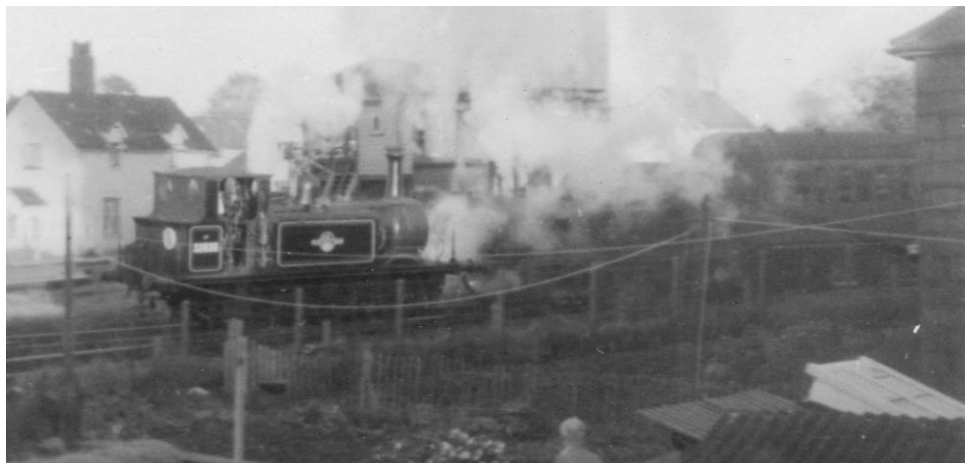




Fireman Dave Pallett and driver 'Midge' MacAskill, proudly display their 'eating irons' and other essential equipment. *Alan Bell*



Plans were already in hand prior to closure to revive the line with an overhead electric system. The Hayling Light Railway Company was formed and an ex-Blackpool Corporation tram was obtained. Sadly the well-intended ambition failed to become a reality.



The very last train, a Locomotive Club of Great Britain special, leaving the line on 24 November 1963. However this was not the final duty for the 'Terriers' at Havant. When the Sunday morning newspaper train arrived at Havant the front portion detached and went on to Portsmouth. The rear vans were detached and went to Chichester and Bognor and the remaining two vans stayed in the platform for the Havant area newspapers to be unloaded. A 'Terrier' then took the empty vans across to the goods yard and then ran light back to Fratton. As this was at 5 a.m. very few people saw these last appearances. *Author*



Watching one of the last trains departing for Hayling. The large tank supplied water to the water crane at the end of the bay platform. *Alan Bell*

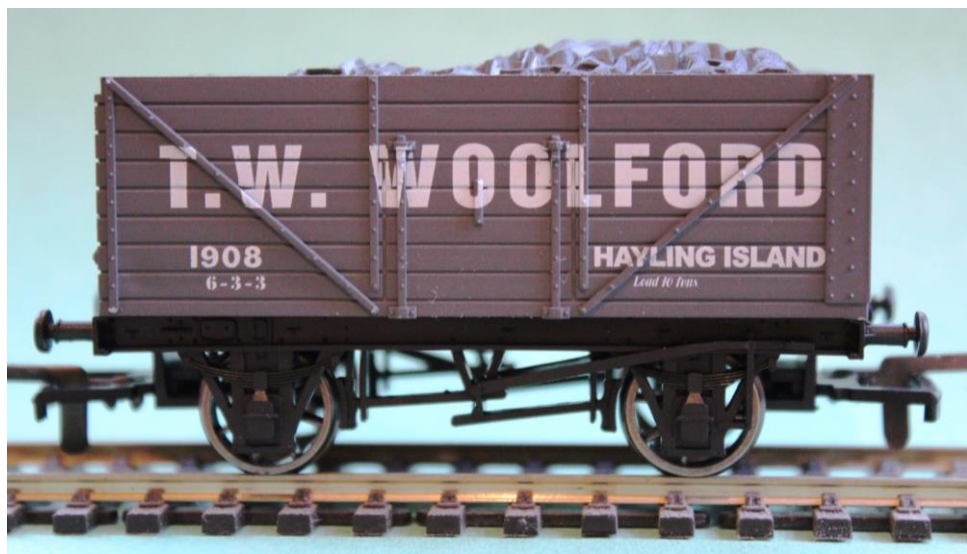
SENDER Date **30 AUG 1948** 194  
**THRUTCHLEY & CO. Ltd.**  
 FROM  
**N.C.B.—OCEAN COLLIERY G.W.R.**  
 TOLLS—A/c of \_\_\_\_\_  
 To **HAYLING ISLAND** STN.  
 Rly. \_\_\_\_\_ Secn. \_\_\_\_\_  
 Via **Salisbury + Havant**  
 Weight T. C.  
**6-18**  
 Owner and No. of Wagon **55**  
 Description **COAL**  
 Consignee **FRASER + WHITE Ltd**  
**(for Hayling Coal + Transport Co)**

Sender Date **17/1/47**  
**National Coal Board**  
 South-Western Division, No. 4 Area  
 From **Merthyr Vale Colliery**  
 A/c. **Stephenson Clarke Ltd., London**  
 TO **HAYLING ISLAND**  
 Regn. **HANTS** Secn. \_\_\_\_\_  
 Via **SALISBURY HAVANT**  
 Marshalling Yard Number **21** Weight T C  
**86074**  
 Owner and No. of Wagon  
 Description : **LIV large Wagon**  
 Consignee **NORTHS**  
 SW4/518/44293

Hayling Island's coal came by rail from Welsh collieries via Salisbury and Havant as these wagon labels show. 25 years after amalgamation Ocean Colliery still thought it was the LBSC Rly. The Merthyr Vale Colliery was at Aberfan; it was the waste from this pit that caused the disaster on 21 October 1966 when 116 children and 28 adults were killed.



Most collieries had their own private wagons and Ocean's were often seen here.  
*Alan Bell*



Model of Tommy Woolford's private eight plank coal wagon. Tommy was a general contractor who was based in the Hayling station goods yard. He also owned the West Town Hotel. *Robert Carter*



'Terrier' 32655, *Stepney*, modelled in 7mm Fine Scale 0 Gauge by Tug Wilson. It was painted in BR Lined Black at the Brighton Works in December 1949 and carried this livery until 17 May 1960 when it was delivered in working order to the Bluebell Railway. During the following winter it was repainted in Stroudley colours as No 55 *Stepney*. *Rod Towler*





A farewell photograph. From left to right: Foreman Arthur Scutt, Ticket Collector Taffy Evans, Porter/Ticket Collector John Cherison, Porters Albert Grout and Frankie Nash, Parcel Clerk Jack Ousley, Booking Clerk Fred Crassweller and Porter Gibbard. Drivers Weeks and Hearn flank Firemen Phillips and Colin Roby on the buffer beam. *Alan Bell*







Another farewell photograph. Left to right, Fireman ?, Station Master EGH Clarke, Driver Chick, Porters Budd, Frank (Nobby) Clarke and Cyril Baldwin, Foreman Les (Sooty) Horwood holding the single line staff, Porter Frank Bryden, Booking Clerk Gerry Wilmot and Porter Ware. *Alan Bell*

London Brighton & South Coast Railway.

South Hayling to  
**Peckham Rye**

London Brighton & South Coast Railway.

Hayling Island to  
**BOGNOR**

LB&SCR luggage labels. South Hayling became Hayling Island in June 1892



Fireman Mike Lee and driver Den Shepherd at the controls of a 'Terrier'. The most important pieces of equipment being the appropriately called 'Billycan' and cups. *Michael Edwards*



10 May 2013. Bagnall 0-4-0 ST steam engine Wendy runs on the popular 2-foot gauge Hayling Seafront Railway from Eastoke Corner to Beachlands. *Author*



The ex-Blackpool Corporation tram on its way to the Havant goods yard where it was berthed for a few years. *Alan Bell*



The East Street road bridge is still there but not the lattice footbridge from Grove Road to Lymbourn Road. The track bed is now 'The Hayling Billy Leisure Trail' and is well used by walkers, horse riders and cyclists. April 2013. *Author*

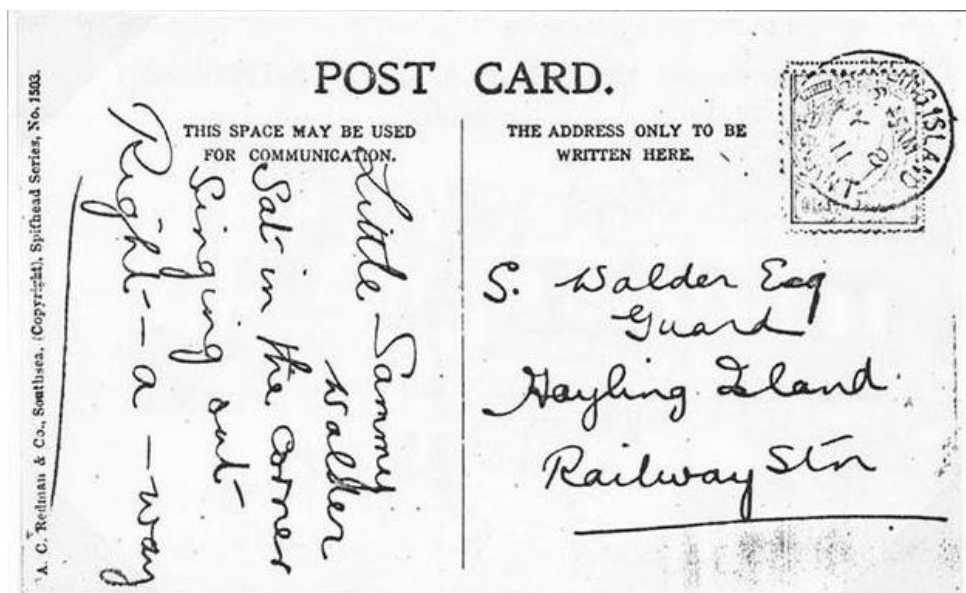
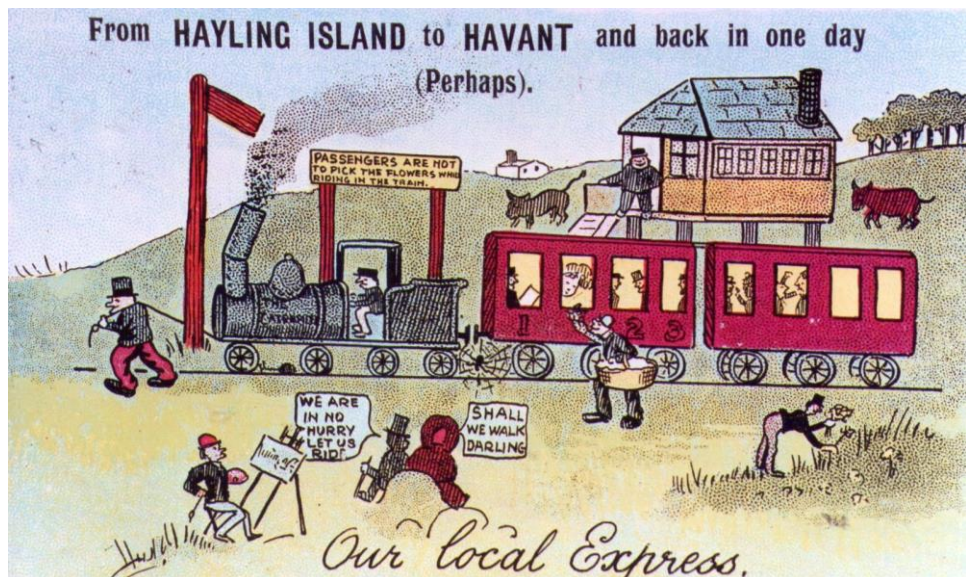




No. 32646, *Newington*, on a low loader at Wickham



Between 1966 and 1979 No. 46, *Newington*, was displayed in its original 'Stroudley green' livery as a static exhibit at the Hayling Billy public house.



Comic postcard sent to Sam Walder in 1911 with the message: *Little Sammy Walder, Sat in the corner, Singing out, Right-a-Way.* (Mike Hill). Sam Walder was Roger Nash's grandfather and a guard on the Hayling branch from 1899 to 1934. He probably worked 250 days a year making some eight return journeys each day. If so he would have crossed the bridge 16 times a day – 4,000 times a year. This would have made a total of 140,000 times in his 35 years!



TRAIN GUARD'S 46 YEARS' SERVICE. When the mid-day train from Hayling Island to Havant arrived at the latter station to-day, Guard Samuel Walder bade adieu to his colleagues. He has completed 46 years' service with the railway company. For nearly 36 years he has been a guard on the Hayling line, and was one of the pioneers of the "pay after you enter" system of train passenger transport, which now operates on the motor train services. Mr Walder, who is familiarly known as Sunny South Sam was due to retire earlier in the year, but at the request of his employers he agreed to remain on guard until the summer season was over.



Sam Walder



Maunsell 'Q' Class 0-6-0 locomotive No. 30531 heads the Locomotive Club of Great Britain *The Hayling Farewell Rail Tour* to the Hayling branch on 3 November 1963. *Alf Harris*



The 1900 goods shed at Hayling photographed in 1959. *Ross Shimon*

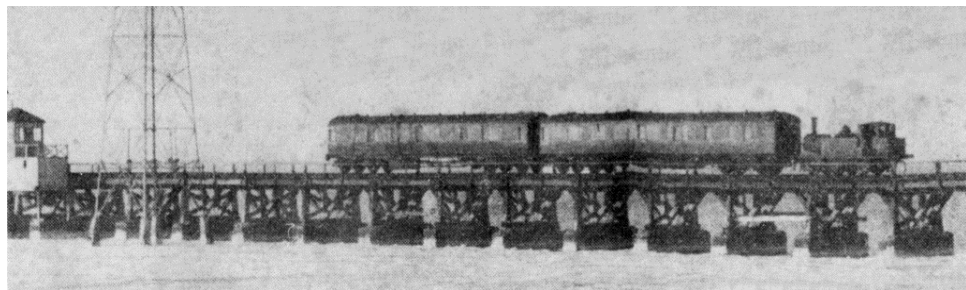


After being used for some years as a store by Havant Council, the derelict goods shed was let at a peppercorn rent to the Hayling Island Amateur Dramatic Society who restored it to form the central section of the 144 seat HIADS Station Theatre. Its open day was held on 29 June 1996. *Author*



1966 and Langston and North Hayling stations look very sad and as if they are suddenly expecting a train to appear. Indeed the 'Beware of Trains' sign is still in place. *Nigel Whitwell*





April 2013. The train, signal box, electricity pylon and wooden trestle bridge have all gone but the remains of the swing bridge over the former Portsmouth to Arundel canal, the piers and memories remain.



Albert Grout and Jack Dalton stand guard while the ghost of No. 32646 charges over the Langston crossing but no longer holds up the traffic. The seat was a golden wedding anniversary present from Mick Marsh to his wife, Joan, who was Jack's daughter. The pair of cottages are Grade II Listed and described as being: *Late 18th century. Weather-boarded walls, and tiled roof. Symmetrical front (west) of 2 storeys, and attic, 2 window, ½-hipped roof, 2 hips above the rear extension. Casements. Side entrances, within a small porch on the south side.* Alan Bell/Author





17 October 2015 saw the 'unveiling' by the Mayor of Havant, Councillor Leah Turner, of the restored up-home signal for Langstone Bridge, which was operated by lever No. 2 in the bridge signal box. There was an up-distant signal situated further back towards North Hayling. On the Havant side of the bridge there was the down-home signal for the bridge and, on the same post, facing the opposite direction, there was the up-distant signal for Langstone station. The work, which took almost one year to complete following its removal in 2014, was managed by Ian Clark Restoration and carried out by S&T Cover Ltd of Eastleigh. It was paid for by a grant from the Heritage Lottery Fund and commissioned by the Hayling Billy Heritage Partnership Board (Hampshire County Council, Havant Borough Council and Hayling's Best). Peter Drury, who led the project, is seen thanking all of those who were involved.. *Author/Richard Barton/Peter Drury*

# THE ROYAL HOTEL

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Beautiful Beach and Sands.

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Cheap Saturday and Monday tickets are issued from London Bridge, Victoria &c, to South Hayling.

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Communication between Hayling Island and Southsea by the Ferry at Cumberland Fort.

**SPECIAL NOTICE**  
To Visitors to Hayling Island

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**WHITE & CHIGNELL,**

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Send cash (8d. per week) in advance, For the time the paper is required, and punctual delivery is promised.

The Royal Hotel took advantage of a good rail connection to promote its business and the arrival of the railways greatly facilitated the distribution of London newspapers to all parts of the country. Noah Copps is listed on the 1881 census as 'Hotel Keeper aged 36'. *Ann Griffiths*



The station forcourt about 1910. The Royal Hotel omnibus is on the left.



The Royal Hotel circa 1920. Winston Churchill and General Eisenhower watched rehearsals for the D-Day landings from here.



A 1936 Leyland KPZ2 with Park Royal B20F body on the 47B Southdown service to the Hayling Island Golf Club House via Hayling station. A 'Terrier' takes on water behind. *Copyright Photograph from the Clark/Surfleet Collection – Southdown Enthusiasts Club*



Southdown Motor Services took over local services in 1926 and introduced these Leyland Cubs in 1936. In the background can be seen a 'Terrier' at the water-crane. *Alan Bell*



Following the opening of the new road bridge on 10 September 1956 double-deck buses could now run to Hayling Island thus increasing competition for the train. This bus is is a Leyland TD3 with a Short H26/24R body. It was fleet No. 971 and new in 1934. Note 'Southern Railway' above the booking hall. *Peter J Clark*





The wood road bridge was opened on 8 September 1824 and purchased by the LB&SCR in 1878. They and the Southern Railway and British Railways continued to collect tolls both on this and the later new concrete bridge until it was made toll free on 11 April 1960. It was stipulated that the original tolls levied could be decreased but not increased and they never were. In its final years of the wood bridge had a weight limit imposed on it which resulted in excess bus passengers having to disembark and walk across. *John Molloy*



Return toll for a motor car



Single toll for a private motor car



Single toll for a pedestrian



Return toll for a pedestrian

Southern Railway and British Railways toll tickets

# "The Hayling Billy in 14 foot" by Tom Bennett – 2012 (On display in Havant Museum)

## Description of work

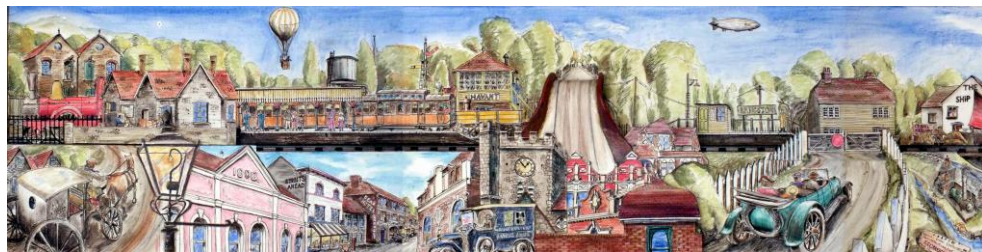
Having lived in this area since the mid-1950s the Hayling Billy line has always been a continuing presence for me. I rode on it a number of times when I was young and after the line shut explored the bridge and its surroundings as an art student. Later I would ride the line with my children on our bicycles or walk down it from Havant to Langstone.

To me the Hayling Billy meant going to the seaside. I remember the platform at Havant being thronged with excited families carrying all the paraphernalia needed for a good day out; buckets and spades, windbreaks and many bags of food and spare clothes etc. The little train would arrive consisting of one or two green carriages pulled by a small Terrier engine. We would all squeeze on board and then, after a short delay while the engine was moved to the other end, set off over the level Thecrossing in New Lane and down through the woodland to Langstone. The highlights of the trip would be crossing the bridge over to Hayling Island and then arriving at South Hayling station where everyone would alight and take the long walk down Staunton Avenue to the beach.

The iconic image of the Hayling Billy for me is seeing the silhouette of it crossing the bridge on a summer's evening against a dazzling sunset as I was being driven home over the road bridge. This was the main image I wanted when making this piece of work. That and the feeling of travelling to the seaside.

I started this piece by thinking of all the places and things that the railway line passed from Havant down to the sea at Hayling. There were many so it became a challenge to get all them into just 14 feet along a wall and with a train moving along it. The mechanics I solved with some experimentation, the final effect being helped tremendously by the addition of sound effects.

The passage of time was another important element of the work, as it needed to reflect the near hundred years of the railway line's existence. This I did by starting with the first of three Havant stations and ending with a cyclist on the Hayling Billy Trail. Between these I have incorporated many other features which more or less move chronologically from left to right including:-



- Havant station which is the first of three stations.
- A late Victorian mainline train behind fence.
- Horse drawn taxi from about 1880.
- Warehouses which were in Waterloo Road.
- The Star public house just behind the taxi carriage.
- 1868 brake carriage in the station on the main line track.
- Shops and buildings in Havant including Streets the ironmongers, The Bear Hotel, Dissenters Chapel, St Faith's Church, Gazebo Garden, Lloyds Bank and Old Town Hall (now the Spring Arts and Heritage Centre).
- East Street going over the bridge to Warblington.
- Langston station with the spelling used by the rail company throughout the life of the line.
- The pair of weatherboard clad cottages, which still stands where the crossing was located.
- The gates in 1928, which were pushed open and shut by hand,
- The car park at the Ship Inn at Langstone which used to be the quay for the unloading of ships' cargoes including coal, fertiliser, and building materials. In particular shingle that was collected from the East Head area of Chichester Harbour in the sailing barge *Langstone*. My elderly neighbour Bob told me of how he rode on this boat as a boy and watched the men climb into the shallow water and shovel gravel on board.



- Langstone, whose windmill ceased operating before 1886.
- The strange boat in the foreground is the paddle steamer *Carrier*, which was designed to carry railway trucks to Brading in the Isle of Wight. It only operated from 1885 to 1888 including its use on one occasion to carry passengers during Queen Victoria's review of the fleet. See ticket in grass. She was not amused apparently because of the smoke it gave out. The decaying remains of the jetty structure can still be seen.
- Warblington Castle and church in the background.
- The swing bridge in the centre of the railway bridge. This was operated by hand to allow sailing vessels to pass between the harbours. The road bridge also had an opening section.
- Modern sailing boats around the North Hayling Marina.
- Train ticket on shore.





- Mill Rythe holiday camp entrance arch.
- Cyclist on the Hayling Billy Trail.
- Hayling oyster beds, which had its own sidings.
- North Hayling station which was often windswept in its exposed position.
- Cars queuing with all their seaside paraphernalia.
- Wartime concrete anti-landing blocks on shoreline.
- Ferry to Eastney, Portsmouth, carrying bikes.
- South Hayling station, with goods shed behind, which is now Hayling Island Station Theatre.
- Family walking down Staunton Avenue with buckets and spades.
- Grand terrace.
- Beachlands funfair.
- Bathers in the sea and sailboarder.
- I have also added other features including aircraft to depict time plus some rabbits!

#### Acknowledgements:

To Paul Bowden who designed and constructed all the sound components to such a good effect. Also to Bill Whiting for his assistance in making some components and information about the Terrier engines.

# Havant and Hayling Railway

## Articles, Books and DVDs

Branch Line Video. *Memories of the Hayling Island Branch*

George Reeve and Chris Hawkins. *Branch Lines of the Southern Railway*  
Volume One Wild Swan 1980 (out of print) ISBN 0 906867 01 0

Peter Paye. *The Hayling Railway* Oakwood Press 2013  
ISBN 978 0 85361 730 3

Ralph Cousins. *A Brief History of the Railway in Havant*

Robin French. *The Hayling Railway*  
<http://www.haylingbilly50.co.uk/node/241>

Ron Lamont. *The Hayling Railway Company and The Oyster Company*  
<http://www.haylingbilly50.co.uk/node/109>

Tom Middlemass. *Stroudley and his Terriers* Pendragon 1995  
ISBN 1 899816 00 3

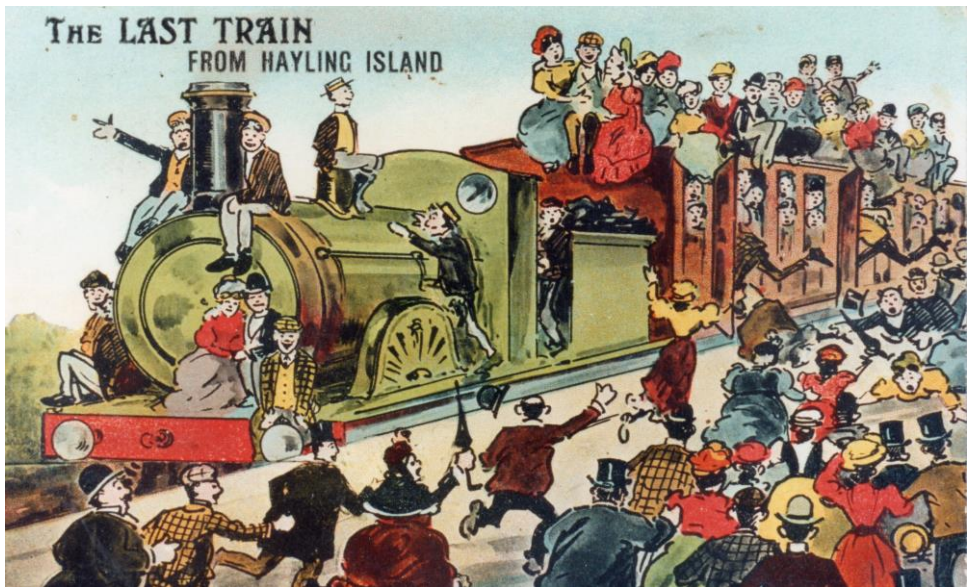
Vic Mitchell and Keith Smith. *Branch Line to Hayling* Middleton Press  
ISBN 0 906520 12 6

Information on the Branch is also to be found in many general railway books, magazines, videos or DVDs but further information can also be found at the Spring Arts and Heritage Centre in East Street, Havant, which has a special display on the Hayling branch.

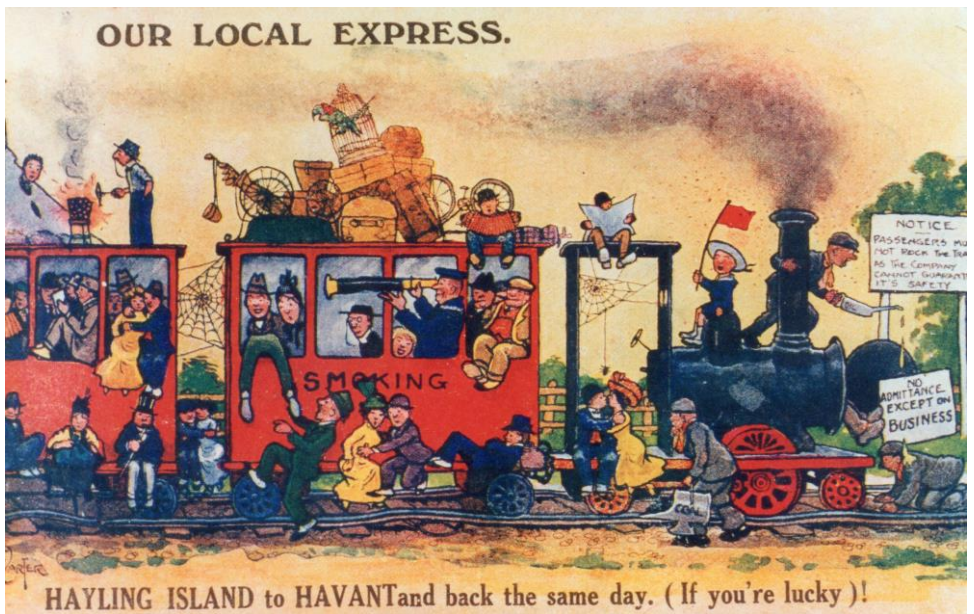
The website [www.haylingbillyheritage.org](http://www.haylingbillyheritage.org) has a wealth of interesting information and reminiscences that have been collected from people who knew the railway or who had relatives who worked on it.



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This 1910 comic postcard was some 53 years premature. *Alf Harris*



Another comic post card of the early 1900s. *Alf Harris*